APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

B-5 – 2018 CUMULATIVE CONDITIONS WITHOUT PROJECT

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

Scenario Report

Scenario:	CEQA 2018 - w/o Uptown AM ICU
Command:	CEQA 2018 - w/o Uptown AM ICU
Volume:	2018 Ex+Commit AM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	Small+Kell AM
Trip Distribution:	Cumulative
Paths:	Project
Routes:	Default Route
Configuration:	ICU

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

Trip Generation Report

Forecast for Cumulative AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
203	Newport Coas	1.00	Residential	192.00	992.00	272	932	1204	9.5
	Zone 203 Subtotal					272	932	1204	9.5
205	Banning Rand	1.00	Banning Ranch	296.00	581.00	236	581	817	6.2
	Zone 205 Subtotal					236	581	817	6.2
301	Irvine 11,15	1.00	Irvine Approve	95.00	978.00	95	978	1073	8.6
	Zone 301 Subtotal					95	978	1073	8.6
302	Irvine 11,16	1.00	Irvine Approve	144.00	374.00	144	374	518	4.1
	Zone 302 Subtotal					144	374	518	4.1
303	Irvine 10,12	1.00	Irvine Approve	261.00	85.00	261	85	346	2.8
	Zone 303 Subtotal					261	85	346	2.8
304	Irvine 14,26	1.00	Irvine Approve	6431.00	2009.00	6431	2009	8440	67
	Zone 304 Subtotal					6431	2009	8440	67.5
TOTAL						7439	4969	12390	99.1

Uptown Newport
Year 2010 without Project - CEQA Analysis
AM Peak Hour

Trip Generation Report

Forecast for Zone Project AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
'01' Mall Centers		1.00	Mall	24.00	86.00	24	86	110	0.9
Zone [01 Subtotal]						24	86	110	0.9
TOTAL						24	86	110	0.9

Uptown Newport
Year 2010 without Project - CEQA Analysis
AM Peak Hour

Turning Movement Report
Cumulative AM + Mall Project AM

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
1' MacArthur Blvd/Main St													
Base	922	555	1300	361	541	135	87	575	301	275	924	230	6779
Added	0	37	0	0	9	0	0	0	0	0	0	0	41
Total	922	591	1366	361	550	135	87	575	301	275	924	230	6820
2' MacArthur Blvd/I-405 SB Ramps													
Base	0	2522	333	233	1365	0	0	0	0	364	0	476	5741
Added	0	22	32	0	8	0	0	0	0	0	0	0	72
Total	0	2522	362	233	1373	0	0	0	0	364	0	476	5813
3' MacArthur Blvd/I-405 NB Ramps													
Base	0	1550	437	195	1273	544	0	0	0	1008	301	1203	6510
Added	0	68	0	0	3	0	0	0	0	9	0	0	82
Total	0	1618	437	195	1282	544	0	0	0	1017	301	1203	6592
4' MacArthur Blvd/Michelson Dr													
Base	236	1390	269	362	1937	0	505	163	47	125	135	321	5291
Added	0	66	0	0	19	0	0	0	0	0	0	0	85
Total	236	1456	269	362	1956	0	505	163	47	125	135	321	5376
5' MacArthur Blvd/Campus Dr													
Base	84	1173	121	281	1028	336	418	622	105	101	555	178	5187
Added	0	113	0	0	37	0	0	0	0	0	0	0	150
Commit	0	21	0	0	50	0	0	1	0	0	0	0	72
Total	84	1311	121	281	1115	336	418	623	105	101	555	178	5409
6' MacArthur Blvd/Bristol St													
Base	35	737	39	36	630	215	113	936	17	26	127	33	2160
Added	0	198	0	0	51	0	0	4	0	0	15	17	285
Commit	1	17	0	0	47	13	3	3	0	0	13	0	97
Total	36	952	39	36	728	228	116	943	17	26	155	50	2542
7' MacArthur Blvd/Von Karman Ave													
Base	105	775	322	41	296	144	25	68	91	83	173	11	2415
Added	0	109	118	0	22	0	0	2	0	103	6	0	367
Commit	0	22	1	6	47	0	0	0	0	1	2	0	85
Total	105	906	442	49	365	144	25	69	91	187	181	11	2917
8' MacArthur Blvd/Jamboree Rd													
Base	194	1222	455	77	361	137	431	993	173	369	690	193	4819
Added	0	155	69	0	114	14	31	277	0	59	143	0	877
Commit	1	18	1	3	39	12	16	37	0	0	55	8	209
Total	195	1395	525	80	514	167	448	1277	173	428	908	201	5905

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

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
40 Macarthur Blvd/Fairchild Rd													
Base	0	2100	572	236	937	0	0	0	0	31	0	22	4500
Added	0	59	0	0	11	0	0	0	0	0	0	0	149
Total	0	2121	572	236	947	0	0	0	0	31	0	22	4649
41 MacArthur Blvd SB/University Dr													
Base	54	0	250	0	0	0	0	1165	187	343	815	0	2708
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	54	0	250	0	0	0	0	1184	187	343	837	0	2805
42 Macarthur Blvd NB/University Dr													
Base	0	0	42	0	0	0	0	1172	53	335	511	0	2013
Added	0	0	0	0	0	0	0	78	0	0	22	0	97
Total	0	0	42	0	0	0	0	1247	53	335	533	0	2110
43 Von Karman Ave/Main St													
Base	144	437	93	93	1196	315	312	524	286	362	1237	135	5133
Added	0	7	0	0	7	0	0	0	0	0	0	0	14
Total	144	436	93	93	1199	315	312	524	286	362	1237	135	5136
44 Von Karman Ave/Highland Dr													
Base	55	316	78	175	714	146	177	165	43	316	331	478	2068
Added	0	4	0	0	1	0	0	0	0	0	0	0	5
Total	55	351	78	175	715	146	177	165	43	316	331	478	2073
45 Von Karman Ave/Dupont Dr													
Base	58	1047	42	62	501	41	4	76	55	35	154	69	2542
Added	0	4	0	0	1	0	0	0	0	0	0	0	5
Total	58	1051	42	62	502	41	4	76	55	35	154	69	2547
46 Von Karman Ave/Campus Dr													
Base	23	776	55	56	459	125	293	673	11	106	511	123	3114
Added	0	2	0	0	1	0	0	0	0	0	0	0	3
Commit	0		0	0	0	0	0	0	0	0	0	0	0
Total	23	781	55	56	460	125	293	673	11	106	511	123	3127
47 Von Karman Ave/Birch St													
Base	19	497	42	42	201	123	95	179	26	39	151	15	1530
Added	17	11	0	0	39	0	0	1	0	0	15	1	234
Total	36	508	42	42	240	123	95	180	26	39	166	16	1763
48 Fairchild Ave/Campus Dr													
Base	0	49	24	26	139	86	110	379	45	57	657	215	1767
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	49	24	26	139	86	110	379	45	57	657	215	1767

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

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
49 Fairchild Ave/Birch St													
Base	2	1	8	21	5	19	20	101	16	45	249	25	522
Added	0	0	11	0	3	0	0	2	0	4	1	0	22
Total	2	1	19	21	8	19	20	103	16	49	250	25	544
50 Jamboree Rd/Main St													
Base	670	1722	233	466	2631	644	165	293	272	735	755	105	8686
Added	0	32	0	0	0	0	0	0	0	0	0	0	32
Total	670	1754	233	466	2631	644	165	293	272	735	755	105	8697
51 Jamboree Rd/I-405 NB Ramps													
Base	0	1952	639	0	1397	1778	0	0	0	1015	0	540	9711
Added	0	32	0	0	9	0	0	0	0	4	0	0	45
Total	0	1984	639	0	1406	1778	0	0	0	1019	0	540	9756
52 Jamboree Rd/I-405 SB Ramps													
Base	0	1792	667	0	1162	307	720	0	1726	0	0	0	8356
Added	0	37	13	0	11	0	0	0	0	0	0	0	59
Total	0	1829	667	0	1173	307	720	0	1726	0	0	0	8415
53 Jamboree Rd/Michelson Dr													
Base	169	1931	193	633	2071	399	296	251	59	424	535	641	8103
Added	0	45	0	0	13	0	0	0	0	0	0	0	58
Total	169	1976	193	633	2084	399	296	251	59	424	535	641	8161
54 Jamboree Rd/Dupont Dr													
Base	234	1614	12	53	2237	399	63	11	39	36	69	152	5061
Added	0	45	0	0	13	0	0	0	0	2	0	0	58
Total	234	1659	12	53	2250	399	63	11	39	38	69	152	5119
55 Jamboree Rd/Campus Dr													
Base	188	1601	67	311	1969	155	189	237	43	567	409	210	5792
Added	0	116	0	0	34	0	0	0	0	0	0	0	150
Commit	0	32	0	0	74	0	0	2	1	1	0	0	110
Total	188	1809	67	311	2077	155	189	239	44	568	409	210	6052
56 Jamboree Rd/Birch St													
Base	163	1396	0	0	1960	510	180	2	27	0	0	0	4211
Added	0	33	0	0	36	0	0	0	0	0	0	0	69
Commit	0	32	0	0	54	0	0	0	0	0	0	0	86
Total	163	1429	0	0	2054	510	180	2	27	0	0	0	4366
57 Jamboree Rd/Fairchild Rd													
Base	0	1574	39	297	1982	10	24	0	29	7	0	312	4264
Added	0	39	0	0	36	0	0	0	0	0	0	0	75
Total	0	1613	39	297	2018	10	24	0	29	7	0	312	4339

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

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#27 Jamboree Rd/Bristol St N													
Base	847	795	559	0	877	743	0	0	0	0	0	0	2027
Added	0	224	0	0	163	2	0	0	0	0	0	0	436
Commit	99	48	21	0	89	13	0	0	0	0	0	0	270
Total	946	1067	715	0	1129	758	0	0	0	0	0	0	2633
#28 Jamboree Rd/Bristol SB													
Base	0	1202	29	0	930	0	655	235	998	0	0	0	3838
Added	0	268	0	0	163	0	6	0	0	0	0	0	434
Commit	0	116	0	0	80	0	0	4	111	0	0	0	311
Total	0	1587	29	0	1173	0	661	239	1109	0	0	0	4583
#29 Jamboree Rd/Bayview Wy													
Base	74	1555	35	91	1014	28	123	0	42	29	0	33	3625
Added	0	268	0	0	160	0	0	0	0	0	0	0	428
Commit	0	25	0	0	76	4	1	0	1	0	0	0	108
Total	90	1848	35	91	1250	42	124	0	43	29	0	33	4163
#30 Jamboree Rd/University Dr													
Base	96	1325	194	69	1270	204	413	105	95	201	132	187	4359
Added	0	248	75	0	160	0	0	0	0	22	0	0	515
Commit	0	53	5	0	173	0	0	1	0	1	1	4	238
Total	96	1626	274	69	1603	204	413	106	95	224	133	191	5112
#31 Carlson Ave/Michelson Dr													
Base	425	124	151	23	87	237	467	542	72	134	369	91	2516
Added	0	0	1	0	0	0	0	0	0	0	0	0	0
Total	425	124	151	23	87	237	467	542	72	134	369	91	2516
#32 Carlson Ave/Campus Dr													
Base	0	0	0	153	1	261	110	457	1	0	835	57	2738
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	153	1	261	110	457	1	0	835	57	2738
#33 Harvard Ave/N Michelson Dr													
Base	131	335	55	134	347	478	146	289	56	138	799	193	3389
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	131	335	55	134	347	478	146	289	56	138	799	193	3389
#34 Campus Dr/Bristol St N													
Base	401	1488	0	0	235	143	0	0	0	136	917	117	3417
Added	0	170	0	0	45	37	0	0	0	3	14	0	269
Commit	0	6	0	0	1	2	0	0	0	0	8	0	17
Total	401	1664	0	0	281	182	0	0	0	139	939	117	3623

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

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#35 Birch St/Bristol St N													
Base	95	836	0	0	112	102	0	0	0	392	1371	222	2570
Added	0	4	0	0	0	15	0	0	0	0	0	0	22
Commit	5	0	0	0	38	0	0	0	0	51	0	0	97
Total	99	840	0	0	150	117	0	0	0	443	1371	222	2692
#36 Campus Dr/Bristol S													
Base	0	974	187	89	234	0	1065	1003	627	0	0	0	4428
Added	0	102	1	0	95	0	19	0	0	0	0	0	243
Commit	0	4	0	0	1	0	3	26	0	0	0	0	34
Total	0	1079	188	89	342	0	1087	1029	627	0	0	0	4705
#37 Birch St/Bristol St S													
Base	0	269	253	170	385	0	673	967	144	0	0	0	2825
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	170	621	0	677	969	169	0	0	0	2956
#38 Bayview Dr/Bristol SB													
Base	0	0	91	0	0	0	0	2436	268	0	0	0	2795
Added	0	0	0	0	0	0	0	6	0	0	0	0	6
Commit	0	0	0	0	0	0	0	50	1	0	0	0	53
Total	0	0	91	0	0	0	0	2492	269	0	0	0	2852
#39 Irvine Avenue / Mesa Drive													
Base	46	678	378	5	481	33	96	153	91	165	34	7	2477
Added	0	153	0	0	68	0	0	0	0	0	0	0	221
Commit	0	2	26	0	0	0	0	0	1	5	0	0	35
Total	46	1133	404	5	549	33	96	153	92	170	34	7	2683
#40 University Dr/Campus Dr													
Base	93	568	324	139	1726	212	193	391	15	37	437	246	4395
Added	0	75	0	0	22	0	0	0	0	0	0	0	97
Total	93	643	324	139	1748	212	193	391	15	37	437	246	4492
#41 Mesa Rd/University Dr													
Base	35	0	70	0	0	0	0	324	106	154	1781	0	3195
Added	0	0	0	0	0	0	0	70	0	0	22	0	97
Total	35	0	70	0	0	0	0	394	106	154	1803	0	3292
#42 California Ave/University Dr													
Base	63	0	56	0	0	0	0	1024	314	242	1121	0	3364
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	63	0	56	0	0	0	0	1099	314	242	1143	0	3461

Uptown Newport
Year 2018 Without Project - CEQA Analysis
AM Peak Hour

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
445 Blvd Dwy													
Base	1	3	10	0	0	0	0	80	21	46	333	0	498
Added	0	0	0	0	0	0	0	17	0	0	0	0	22
Total	1	3	10	0	0	0	0	97	21	46	333	0	517
4250 Prop Dwy on Jamboree Rd (right in / right out) consistent access,													
Base	23	1637	0	0	1564	20	0	0	6	0	0	0	3223
Added	0	99	0	0	30	0	0	0	0	0	0	0	129
Total	23	1736	0	0	1564	20	0	0	6	0	0	0	3352

Uptown Newport
Year 2018 Without Project - CEQA Analysis
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Impact Analysis Report
Level Of Service

Intersection	Base Del/ Veh	Base V/ C	Future Del/ Veh	Future V/ C	Change in
# 1 MacArthur Blvd/Main St	A xxxxx	0.597	A xxxxx	0.595	- 0.002 V/C
# 2 MacArthur Blvd/I-405 NB Ramps	C xxxxx	0.761	C xxxxx	0.766	- 0.005 V/C
# 3 MacArthur Blvd/I-405 SB Ramps	D xxxxx	0.686	D xxxxx	0.659	- 0.003 V/C
# 4 MacArthur Blvd/Michelson Dr	D xxxxx	0.660	B xxxxx	0.642	- 0.002 V/C
# 5 MacArthur Blvd/Campus Dr	D xxxxx	0.620	B xxxxx	0.641	- 0.021 V/C
# 6 Bayer Rd/Blvd/Birch St	A xxxxx	0.357	A xxxxx	0.397	+ 0.040 V/C
# 7 MacArthur Blvd/Von Karman Ave	A xxxxx	0.560	B xxxxx	0.653	+ 0.093 V/C
# 8 MacArthur Blvd/Jamboree Rd	B xxxxx	0.634	C xxxxx	0.756	+ 0.122 V/C
# 9 MacArthur Blvd/Fairchild Rd	D xxxxx	0.665	D xxxxx	0.684	+ 0.019 V/C
# 10 MacArthur Blvd RB/University Dr	A xxxxx	0.315	A xxxxx	0.590	+ 0.015 V/C
# 11 MacArthur Blvd RB/University Dr	A xxxxx	0.575	A xxxxx	0.562	+ 0.016 V/C
# 12 Von Karman Ave/Main St	D xxxxx	0.806	D xxxxx	0.800	+ 0.033 V/C
# 13 Von Karman Ave/Michelson Dr	B xxxxx	0.690	B xxxxx	0.658	+ 0.031 V/C
# 14 Von Karman Ave/Campus Dr	A xxxxx	0.512	A xxxxx	0.517	+ 0.031 V/C
# 15 Von Karman Ave/Campus Dr	B xxxxx	0.677	B xxxxx	0.680	+ 0.033 V/C
# 16 Von Karman Ave/Birch St	A xxxxx	0.289	A xxxxx	0.329	+ 0.040 V/C
# 17 Teller Ave/Campus Dr	A xxxxx	0.493	A xxxxx	0.452	+ 0.033 V/C
# 18 Teller Ave/Birch St	B 12.2	0.045	B 12.2	0.047	+ 0.172 V/C
# 19 Jamboree Rd/Main St	E xxxxx	0.900	E xxxxx	0.937	+ 0.031 V/C
# 20 Jamboree Rd/I-405 NB Ramps	C xxxxx	0.716	C xxxxx	0.717	+ 0.007 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	0.804	+ 0.002 V/C
# 23 Jamboree Rd/Campus Dr	C xxxxx	0.740	C xxxxx	0.747	+ 0.007 V/C

Uptown Newport
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Intersection	Base Del/ Vol	V/ C	Level Of Service	Future Del/ Vol	V/ C	Level Of Service	Change in V/C
# 24 Jamboree Rd/Campus Dr	F xxxxx	0.794	C	C xxxxx	0.775	C	0.022 V/C
# 25 Jamboree Rd/Birch St	A xxxxx	0.570	A	A xxxxx	0.595	A	0.025 V/C
# 26 Jamboree Rd/Fairchild Rd	B xxxxx	0.687	C	C xxxxx	0.703	C	+ 0.016 V/C
# 27 Jamboree Rd/Bristol St N	A xxxxx	0.516	A	A xxxxx	0.570	A	+ 0.054 V/C
# 28 Jamboree Rd/Bristol S	A xxxxx	0.467	A	A xxxxx	0.544	A	+ 0.077 V/C
# 29 Jamboree Rd/Bayview Wy	A xxxxx	0.368	A	A xxxxx	0.414	A	+ 0.047 V/C
# 30 Jamboree Rd/University Dr	A xxxxx	0.577	B	B xxxxx	0.651	B	+ 0.074 V/C
# 31 Carlson Ave/Michelson Dr	B xxxxx	0.618	B	B xxxxx	0.618	B	+ 0.000 V/C
# 32 Carlson Ave/Campus Dr	A xxxxx	0.633	A	A xxxxx	0.633	A	+ 0.000 V/C
# 33 Jarvard Ave/Michelson Dr	A xxxxx	0.374	C	C xxxxx	0.374	A	+ 0.000 V/C
# 34 Campus Dr/Bristol St N	A xxxxx	0.534	A	A xxxxx	0.594	A	+ 0.060 V/C
# 35 Birch St/Bristol St N	A xxxxx	0.538	A	A xxxxx	0.547	A	+ 0.009 V/C
# 36 Campus Dr/Bristol St	A xxxxx	0.593	B	B xxxxx	0.622	A	+ 0.029 V/C
# 37 Birch St/Bristol St S	A xxxxx	0.330	A	A xxxxx	0.399	A	+ 0.069 V/C
# 38 Bayview Dr/Bristol St	A xxxxx	0.401	A	A xxxxx	0.411	A	+ 0.009 V/C
# 39 Irvine Avenue / Mesa Drive	A xxxxx	0.355	A	A xxxxx	0.369	A	+ 0.014 V/C
# 40 University Dr/Campus Dr	A xxxxx	0.565	B	B xxxxx	0.849	A	+ 0.038 V/C
# 41 Mesa Rd/University Dr	B xxxxx	0.614	B	B xxxxx	0.620	A	+ 0.006 V/C
# 42 California Ave/University Dr	B xxxxx	0.604	B	B xxxxx	0.626	A	+ 0.022 V/C
# 43 Birch Dwy	A 0.0	0.021	A	A 0.0	0.031	A	- 0.051 D/V
#[illegible] Pro. Dwy on Jamboree Rd	E 19.5	0.117	A	A 33.1	0.171	A	5.3[illegible] D/V

Uptown Newport
Year 2010 w/Proj Project CEQA Analysis
AM Peak Hour

Level Of Service Computation Report
TWO Intersections Cycle Length Method (Future Volume Alternative)

Intersection #1 MacArthur Blvd/Mesa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	A

Street Name:	MacArthur Boulevard						Mesa 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	1	0	4	1	0	0	2	0	3	0	1
Volume Module:																
Base Vol:	882	803	1906	174	613	100	67	580	388	360	197	320
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:	927	843	1999	183	643	105	70	609	407	378	207	336
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	927	843	1999	183	643	105	70	609	407	378	207	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	927	843	1999	183	643	105	70	609	407	378	207	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	927	843	1999	183	643	105	70	609	407	378	207	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	927	843	1999	183	643	105	70	609	407	378	207	336
Crit Adj Vol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	2.00	2.00	4.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2400	6800	3400	3400	6800	1700	1700	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.27	0.15	0.59	0.12	0.09	0.06	0.04	0.11	0.24	0.08	0.13	0.20
OvlAdjVol:									0.00			
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2016 Without Project CTQA Analysis
AM Peak Hour

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

Intersection #8 Northbound Bivd/I-405 NB Ramps

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:	Northbound Blvd						T-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	3 0	2 0	4 0	0 0	0 0	0 0	0 0	2 0	0 0	1 0
Volume Module:												
Base Vol:	0	2391	316	194	1078	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	2510	332	204	1132	0	0	0	0	968	0	681
Added Vol:	0	32	32	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	2542	364	204	1132	0	0	0	0	968	0	681
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2542	364	204	1132	0	0	0	0	968	0	681
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2542	364	204	1132	0	0	0	0	968	0	681
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Finalvolume:	0	2542	364	204	1132	0	0	0	0	968	0	681
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	1600	0	3200	6400	0	0	0	0	3200	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.22	0.06	0.18	0.00	0.00	0.00	0.00	0.30	0.00	0.21
Crit Moves:		****		****						****		

Uptown Newport
Year 2016 Without Project - CTQA Analysis
AM Peak Hour

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

Intersection #9 Northbound 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:	D

Street Name:	Northbound 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	0 1	2 0	4 0	0 1	0 0	0 0	0 0	0 0	0 0	1 0
Volume Module:												
Base Vol:	0	1573	385	177	1217	523	0	0	0	364	986	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	1653	404	186	1278	549	0	0	0	1068	291	1205
Added Vol:	0	64	0	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	1662	404	186	1278	549	0	0	0	1068	291	1205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1662	404	186	1278	549	0	0	0	1068	291	1205
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1662	404	186	1278	549	0	0	0	1068	291	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	1662	404	186	1278	549	0	0	0	1068	291	0
InitRed Vol:			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	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	3200	1600	3200	6400	1600	0	0	0	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.25	0.06	0.20	0.34	0.00	0.00	0.00	0.33	0.18	0.00
Cur:Adj/R:			0.00									
Crit Moves:	****					****				****		

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

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

Intersection #1 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.69
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	B

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			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:	996	1396	238	348	1302	0	293	156	41	123	120	330
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:	996	1396	238	348	1302	0	293	156	41	123	120	330
Added Vol:	0	64	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	996	1460	238	348	1320	0	293	156	41	123	120	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	996	1460	238	348	1320	0	293	156	41	123	120	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	996	1460	238	348	1320	0	293	156	41	123	120	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	996	1460	238	348	1320	0	293	156	41	123	120	330
Crit AdjVol:												140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.11	1.11	1.00	4.00	0.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	3377	1777	1600	6400	0	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.15	0.22	0.20	0.00	0.09	0.10	0.03	0.04	0.08	0.21
Crit Moves:	****				****		****				****	

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

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

Intersection #2 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.87
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	209	903	208	488	786	139	97	330	191
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	219	1948	218	512	822	145	102	346	199
Added Vol:	0	112	0	0	32	2	0	1	0	0	0	0
Committed V:	0	21	0	0	32	3	3	1	0	0	0	0
Initial Fut:	84	1301	121	281	1113	333	424	823	145	102	346	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1301	121	281	1113	333	424	823	145	102	346	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1301	121	281	1113	333	424	823	145	102	346	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	1301	121	281	1113	333	424	823	145	102	346	199
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	3.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	4800	4800	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.07	0.17	0.28	0.21	0.09	0.17	0.09	0.03	0.11	0.12
Crit Moves:	****			****				****			****	

Uptown Newport
Year 2019 without Project - CEQA Analysis
AM Peak Hour

Level Of Service Computation Report
ICU (Ilosa as Cycle Length 4) Method (Future Volume Alternative)

Intersection 46 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.367
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	*

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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	0	1	0	1	1
Volume Module:												
Base Vol:	39	667	84	63	836	201	113	236	17	26	127	33
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:	41	727	92	96	903	215	113	236	17	26	127	33
Added Vol:	0	109	0	5	32	0	0	4	0	0	15	17
Committed V:	1	17	0	0	11	13	3	3	0	0	13	0
Total Vol:	42	853	92	101	923	228	116	243	17	26	155	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	853	92	101	923	228	116	243	17	26	155	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	853	92	101	923	228	116	243	17	26	155	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	853	92	101	923	228	116	243	17	26	155	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	0.99	1.00	1.01	0.99	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4863	1584	1600	1616	624	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.06	0.06	0.19	0.14	0.07	0.15	0.03	0.02	0.05	0.03
Crit Moves:		****		****				****			****	

Uptown Newport
Year 2019 without Project - CEQA Analysis
AM Peak Hour

Level Of Service Computation Report
ICU (Ilosa as Cycle Length 4) Method (Future Volume Alternative)

Intersection 47 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

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			Permitted			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	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	98	925	574	40	275	153	75	88	21	93	120	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:	105	990	614	43	294	164	75	88	21	93	120	0
Added Vol:	0	109	110	0	32	0	0	0	0	100	0	0
Committed V:	0	33	0	6	40	0	0	0	0	0	0	0
Total Vol:	105	1132	724	49	368	164	75	93	21	193	120	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:	105	1132	724	49	368	164	75	93	21	193	120	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1132	724	49	368	164	75	93	0	193	120	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	1132	724	49	368	164	75	93	0	193	120	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	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.12	0.03	0.08	0.10	0.05	0.03	0.00	0.06	0.08	0.01
Crit Moves:			****	****			****				****	

Uptown Newport
Year 2019 Without Project - CUGA Analysis
AM Peak Hour

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

Intersection #8 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.958
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	83	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:												
Base vol:	155	1284	460	72	318	178	374	931	167	544	644	189
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:	166	1377	492	77	341	191	401	998	179	583	690	202
Added Vol:	0	142	56	0	119	19	31	272	0	59	148	3
PasserByVol:	0	18	0	3	38	12	16	36	0	0	60	0
Initial Fut:	166	1537	548	80	518	222	448	1307	179	642	901	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	1537	548	80	518	222	448	1307	179	642	901	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1537	548	80	518	222	448	1307	179	642	901	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1537	548	80	518	222	448	1307	179	642	901	201
Crit Adj Vol.:			214									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.32	0.34	0.03	0.11	0.14	0.14	0.27	0.11	0.20	0.19	0.13
Cu Adj V/S:			0.22									
Crit Moves:	****			****				****			****	

Uptown Newport
Year 2019 Without Project - CUGA Analysis
AM Peak Hour

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

Intersection #9 MacArthur Blvd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	78	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	3	2	1	0	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	2499	517	253	800	0	0	0	0	20	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	2623	542	266	840	0	0	0	0	21	0	22
Added Vol:	0	38	0	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2661	542	266	884	0	0	0	0	21	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	2661	542	266	884	0	0	0	0	21	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2661	542	266	884	0	0	0	0	21	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	2661	542	266	884	0	0	0	0	21	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	3.48	0.52	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4909	897	1700	5100	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.60	0.16	0.17	0.00	0.00	0.00	0.00	0.02	0.00	0.01
Crit Moves:		****			****						****	

Optima Report
Year 2019 without Project CROA Analysis
AM Peak Hour

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

Intersection #10 MacArthur Blvd NB/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 10 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	1	0	0	0	0	0	1	0	0
Volume Module:												
Base Vol:	81	1	239	0	0	0	0	1067	109	328	809	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:	84	0	250	0	0	0	0	1120	114	344	849	0
Added Vol:	0	0	0	0	0	0	0	73	0	0	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	0	250	0	0	0	0	1194	114	344	847	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:	84	0	250	0	0	0	0	1194	114	344	847	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	0	250	0	0	0	0	1194	114	344	847	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	84	0	250	0	0	0	0	1194	114	344	847	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	3.00	1.00	2.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	1600	3200	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.16	0.00	0.00	0.00	0.00	0.25	0.06	0.10	0.26	0.00
Crit Moves:			****					****			****	

Optima Report
Year 2019 without Project CROA Analysis
AM Peak Hour

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

Intersection #11 MacArthur Blvd NB/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 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	0	2	0	0
Volume Module:												
Base Vol:	0	0	42	0	0	0	0	1179	50	355	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	1179	50	355	441	0
Added Vol:	0	0	0	0	0	0	0	68	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	42	0	0	0	0	1247	50	355	473	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	42	0	0	0	0	1247	50	355	473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	42	0	0	0	0	1247	50	355	473	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	42	0	0	0	0	1247	50	355	473	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	2.99	0.12	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4815	195	3200	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.27	0.07	0.10	0.10	0.00
Crit Moves:			****					****			****	

Uptown Newport
Year 2018 Without Project - CLOA Analysis
AM Peak Hour

Level Of Service Computation Report
ICU (Intersection Capacity Utilization) Method (Future Volume Alternative)

Intersection #10 Von Karman Ave/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	55	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:	0	0	2	0	1	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	139	415	89	95	1146	307	298	501	272	249	1162	139
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	99	1193	319	312	526	284	262	1220	146
Added Vol:	0	4	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	436	93	99	1194	319	312	526	284	262	1220	146
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	436	93	99	1194	319	312	526	0	262	1220	146
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	436	93	99	1194	319	312	526	0	262	1220	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	144	436	93	99	1194	319	312	526	0	262	1220	146
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	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3400	1700	1700	3400	1700	3400	5100	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.05	0.06	0.35	0.19	0.09	0.10	0.00	0.11	0.36	0.09
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2018 Without Project - CLOA Analysis
AM Peak Hour

Level Of Service Computation Report
ICU (Intersection Capacity Utilization) Method (Future Volume Alternative)

Intersection #11 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	87	Level Of Service:	D

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	0	1	0	2	1	0	1
Volume Module:												
Base Vol:	53	905	73	87	885	140	159	181	41	207	527	157
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	91	924	146	167	189	43	216	551	165
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	950	76	91	925	146	167	189	43	216	551	165
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	950	76	91	925	146	167	189	43	216	551	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	950	76	91	925	146	167	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
Final Volume:	55	950	76	91	925	146	167	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	1.00	0.94	1.00	1.63	0.37	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1598	1700	2772	628	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.04	0.05	0.28	0.09	0.10	0.07	0.07	0.13	0.16	0.00
Crit Moves:		****			****			****			****	

Uptown Newport
Year 2010 without Project CTCA Analysis
AM Peak Hour

Level of Service Computation Report
ICU (Loss as Cycle Length 6) Method (Future Volume Alternative)

Intersection #14 Von Karman Ave/Legend Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimum Cycle:	34	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:	54	1991	69	74	709	50	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:	58	2147	73	78	757	47	4	76	55	93	152	89
Added Vol:	0	4	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	2151	73	78	758	47	4	76	55	93	152	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:	58	2151	73	78	758	47	4	76	55	93	152	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	2151	73	78	758	47	4	76	55	93	152	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:	58	2151	73	78	758	47	4	76	55	93	152	89
Saturation Flow Module:												
Sat/Lane:	1800	1900	1800	1800	1900	1800	1800	1800	1800	1800	1900	1800
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	1.25	0.75
Final Sat.:	1700	3240	130	1700	3400	1700	1700	1970	1430	1700	2134	1266
Capacity Analysis Module:												
Vol/Sat:	0.03	0.66	0.56	0.05	0.22	0.03	0.00	0.04	0.04	0.05	0.07	0.07
Crit Moves:	****			****				***		****		

Uptown Newport
Year 2010 without Project CTCA Analysis
PM Peak Hour

Level of Service Computation Report
ICU (Loss as Cycle Length 6) Method (Future Volume Alternative)

Intersection #14 Von Karman Ave/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimum Cycle:	34	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:	Permitted			Protected			Protected			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	19	742	62	55	475	120	283	453	49	103	110	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:	20	779	65	58	497	126	298	475	51	108	115	115
Added Vol:	0	4	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	1	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	781	65	58	533	126	298	475	51	108	115	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:	20	781	0	58	533	126	298	475	51	108	115	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	781	0	58	533	126	298	475	51	108	115	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:	20	781	0	58	533	126	298	475	51	108	115	115
Saturation Flow Module:												
Sat/Lane:	1800	1900	1800	1800	1900	1800	1800	1800	1800	1800	1900	1800
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	1.89	0.40	1.00	2.00	1.00	1.00	1.02	0.97
Final Sat.:	1700	3600	1700	1700	2713	892	1700	3600	1700	1700	2064	626
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.00	0.03	0.16	0.16	0.18	0.13	0.03	0.06	0.10	0.19
Crit Moves:	****			****				****			****	

Uptown Newport
Year 2018 Without Project - CEQA Analysis
AM Peak Hour

Level Of Service Computation Report
Ucb Ifiow ms Cycle Length 1; Method (Future Volume Alternative)

Intersection #17 von Karman Ave/Bird Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	31	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
Volume Module:												
Base Vol:	18	491	41	47	386	120	95	179	35	39	156	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	491	41	47	386	120	95	179	35	39	156	22
Added Vol:	17	13	1	0	75	0	3	1	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	504	42	47	461	120	98	180	35	39	156	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	504	42	47	461	120	98	180	35	39	156	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	504	42	47	461	120	98	180	35	39	156	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	504	42	47	461	120	98	180	35	39	156	23
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.02	0.03	0.13	0.07	0.05	0.05	0.02	0.02	0.05	0.01
Crit Moves:	****			****			****			****		

Uptown Newport
Year 2018 Without Project - CEQA Analysis
AM Peak Hour

Level Of Service Computation Report
Ucb Ifiow ms Cycle Length 1; Method (Future Volume Alternative)

Intersection #17 Deller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Deller 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	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																			
Base Vol:	8	62	26	26	139	65	105	369	45	64	587	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	65	26	26	139	68	110	379	48	67	617	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:	8	65	26	26	139	68	110	379	48	67	617	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00
PHF Volume:	8	65	26	26	139	68	110	379	0	67	617	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	65	26	26	139	68	110	379	0	67	617	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	65	26	26	139	68	110	379	0	67	617	216
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.00	1.00	1.00	0.98	0.98	1.00	1.00	1.00	1.00	1.98	0.02
Final Sat.:	1900	1900	1900	1900	1859	646	1900	1900	1900	1900	3613	37
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.01	0.02	0.15	0.15	0.06	0.21	0.00	0.04	0.17	0.14
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2010 without Project - CROR Analysis
AM Peak Hour

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

Intersection #1 Weller Ave/Birch St

Average Delay (sec/veh): 9.8 Worst Case Level Of Service: B[12.7]

Street Name:	Weller 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	1	0	0	0	1	0
Volume Module:												
Base Vol:	2	1	9	21	5	10	29	131	15	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	9	21	5	10	29	131	15	45	249	26
Added Vol:	0	0	1!	0	0	0	0	2	0	4	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	10	21	5	10	29	133	15	49	250	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	10	21	5	10	29	133	15	49	250	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	1	10	21	5	10	29	133	15	49	250	26
Critical Gap Module:												
Critical Gap:	7.1	6.5	6.5	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:	399	541	61	472	511	139	276	xxxx	xxxxx	191	xxxx	xxxxx
Potent Cap.:	547	449	999	493	451	891	1244	xxxx	xxxxx	1375	xxxx	xxxxx
Move Cap.:	499	429	999	493	436	891	1209	xxxx	xxxxx	1375	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.02	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.	xxxx	xxxxx	3.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR			RT - LTR			LT	TR	RT	LT	TR	RT
Shared Cap.:	xxxx	961	xxxxx	513	xxxx	984	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.2	xxxx	0.1	xxxxx	xxxx	xxxxx	3.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.9	xxxxx	13.7	xxxx	10.5	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	B	*	B	*	*	*	A	*	*
Approach Del:	9.3			12.3			xxxxxx			xxxxxx		
Approach LOS:	A			B			*			*		

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

Uptown Newport
Year 2010 without Project - CROR Analysis
AM Peak Hour

Level Of Service Computation Report
HCM (Base Volume Alternative)

Intersection #19 Jamboree Rd/Main St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.937
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: F

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			Permitted			Permitted		
Rights:	Ignore			Ov			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	1	0	2	0	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	611	1857	135	445	2505	615	129	210	210	703	737	134
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:	642	1952	142	466	2631	646	135	221	221	738	774	141
Added Vol:	0	32	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:	642	1984	142	466	2640	646	135	221	221	738	774	141
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:	642	1984	0	466	2640	646	135	221	0	738	774	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	642	1984	0	466	2640	646	135	221	0	738	774	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:	642	1984	0	466	2640	646	135	221	0	738	774	0
Cv.AdjVol:						671						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.00	0.14	0.36	0.38	0.04	0.06	0.00	0.22	0.16	0.00
Crit Moves:	****				****			****			****	

Uptown Report
Year 2010 without Project - CEQA Analysis
AM Peak Hour

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 5 Average Delay (sec/veh): ******
Optimal Cycle: 94 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
Volume Module:												
Base Vol:	0	1771	613	0	1900	1900	0	0	0	1410	0	880
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	1859	644	0	1995	1995	0	0	0	1481	0	924
Added Vol:	0	32	0	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	1891	644	0	1995	1995	0	0	0	1481	0	924
User Adj:	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90
PHF Adj:	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90
PHF Volume:	0	1891	0	0	1995	0	0	0	0	1481	0	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1891	0	0	1995	0	0	0	0	1481	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	1891	0	0	1995	0	0	0	0	1481	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00
Lanes:	0.00	3.00	0.00	0.00	4.00	0.00	3.00	3.00	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	0.29	0.00	0.00
Crit Moves:		****			****					****		

Uptown Report
Year 2010 without Project - CEQA Analysis
PM Peak Hour

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 1.015
Loss Time (sec): 5 Average Delay (sec/veh): ******
Optimal Cycle: 100 Level Of Service: F

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:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0
Volume Module:												
Base Vol:	0	1714	619	0	1924	291	693	0	1637	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	2020	307	728	0	1719	0	0	0
Added Vol:	0	37	13	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1829	660	0	2033	307	728	0	1719	0	0	0
User Adj:	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1829	0	0	2033	0	728	0	1719	0	0	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1829	0	0	2033	0	728	0	1719	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	1829	0	0	2033	0	728	0	1719	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	600	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	0.00	0.00	4.00	1.00	2.00	0.00	3.00	0.00	0.00	3.00
Final Sat.:	0	5100	1700	0	6800	1700	3400	0	5100	0	0	5100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.30	0.00	0.21	0.00	0.34	0.00	0.00	0.34
Crit Moves:		****			****				****			

Uptown Newport
Year 2018 Without Project - CUBA Analysis
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length 2) Method (Future Volume Alternate)

Intersection #22 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.104
Loss Time (sec):	5	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Jamboree Road						Michelson Dr We					
Approach:	North Bound			South Bound			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	2	1	2	0	1	2	0	1	2	0	1
Volume Module:												
Base Vol:	163	1466	186	522	2584	110	296	232	39	424	535	741
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	1539	195	548	2713	116	296	232	39	424	535	741
Added Vol:	0	45	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Total Fut:	169	1584	195	548	2728	116	296	232	39	424	535	741
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	1584	195	548	2728	0	296	232	39	424	535	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1584	195	548	2728	0	296	232	39	424	535	0
FRF 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
RTOR 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	1584	195	548	2728	0	296	232	39	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	0.16	0.41	0.00	0.09	0.07	0.02	0.12	0.16	0.00
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2018 Without Project - CUBA Analysis
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length 2) Method (Future Volume Alternate)

Intersection #22 Jamboree Rd/Bayport Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.247
Loss Time (sec):	5	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	43	Level Of Service:	D

Street Name:	Jamboree Road						Bayport 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	2	1	1	2	1	2	0	1	2	0	1
Volume Module:												
Base Vol:	226	1519	11	48	2587	477	82	11	25	38	56	146
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	1594	12	50	2717	501	86	12	26	39	62	153
Added Vol:	0	75	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Total Fut:	236	1669	12	50	2730	501	86	12	26	39	62	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1669	12	50	2730	501	86	12	26	39	62	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1669	12	50	2730	501	86	12	26	39	62	153
FRF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RTOR Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	1669	12	50	2730	501	86	12	26	39	62	153
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	0.03	0.97	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	56	1612	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.01	0.03	0.40	0.29	0.02	0.03	0.02	0.02	0.04	0.09
Crit Moves:	****				****		****				****	

Irvine Newport
Year 2018 without Project - CEQA Analysis
AM Peak Hour

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

Intersection #24 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
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					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	4.0	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:	141	1337	84	237	1787	148	157	279	61	342	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:	148	1404	88	249	1876	155	165	293	64	359	474	211
Added Vol:	0	126	0	0	24	0	0	0	0	0	0	0
Committed V:	0	32	0	0	94	0	0	0	0	0	0	0
Total Fut:	148	1609	88	249	1994	155	165	293	64	359	474	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	1609	88	249	1994	155	165	293	0	359	474	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1609	88	249	1994	155	165	293	0	359	474	211
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:	148	1609	88	249	1994	155	165	293	0	359	474	211

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	3.84	0.16	2.00	3.98	0.02	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	6536	272	3400	6733	33	3400	3400	1700	3400	3400	1700

Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.32	0.18	0.42	0.42	0.05	0.09	0.00	0.11	0.14	0.12
Crit Moves:	****				****			****		****		

Jamboree Street
Year 2018 with Project - CEQA Analysis
AM Peak Hour

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

Intersection #25 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	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					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	4.0	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	1

Volume Module:												
Base Vol:	153	1326	1	5	1971	407	334	2	95	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	1392	1	5	2069	427	350	2	99	0	0	0
Added Vol:	0	99	0	0	30	0	0	0	0	0	0	0
Committed V:	0	33	0	0	94	0	0	0	0	0	0	0
Total Fut:	160	1424	1	5	2093	427	350	2	99	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	1424	1	5	2093	0	350	2	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1424	1	5	2093	0	350	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	1424	1	5	2093	0	350	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	5037	3	1700	5700	1700	3355	45	1700	0	1700	0

Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.34	0.00	0.40	0.00	0.05	0.15	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				

Uptown Newport
Year 2010 without Project - CSCA Analysis
AM Peak Hour

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

Intersection #26 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	0	Average Delay (sec/veh):	------
Optimal Cycle:	38	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	3	2	1	3	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	8	1630	37	575	1896	10	22	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	1716	39	604	1991	10	24	0	28	7	2	313
Added Vol:	0	33	0	0	30	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1813	39	604	2021	10	24	0	28	7	2	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1813	39	604	2021	10	24	0	28	7	2	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1813	39	604	2021	10	24	0	28	7	2	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1813	39	604	2021	10	24	0	28	7	2	313
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	0.94	3.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	5000	100	1600	6800	1700	1700	0	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.39	0.38	0.30	0.01	0.01	0.00	0.02	0.00	0.00	0.19
Crit Moves:	****			****			****					

Uptown Newport
Year 2010 without Project - CSCA Analysis
AM Peak Hour

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

Intersection #27 Jamboree Rd/Existing St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	------
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Jamboree Road						Existing 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
Volume Module:												
Base Vol:	510	717	556	0	601	207	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	768	594	0	644	243	0	0	0	0	0	0
Added Vol:	0	274	0	0	169	0	0	0	0	0	0	0
Committed V:	29	79	21	0	89	13	0	0	0	0	0	0
Initial Fut:	576	1121	615	0	903	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	1121	615	0	903	256	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	576	1121	615	0	903	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	1121	615	0	903	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	1.92	1.00	0.00	3.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	3069	1600	0	4800	1600	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.36	0.38	0.00	0.19	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Uptown Newport
Year 2019 without Project - CEQA Analysis
AM Peak Hour

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

Intersection #28 Jamboree Rd./Bristol St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	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	0	2	0	0	1	1	1	0	1	0	0	0	0	0

Volume Module:

Base Vol:	0	1122	29	0	611	0	656	255	338	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	1202	32	0	654	0	702	273	362	0	0	0
Added Vol:	0	196	0	0	100	0	6	0	0	0	0	0
Committed V:	0	110	0	0	50	0	5	0	0	0	0	0
Initial Fut:	0	1508	32	0	804	0	713	273	362	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	1508	32	0	804	0	713	273	362	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1508	32	0	804	0	713	273	362	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	1508	32	0	804	0	713	273	362	0	0	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	0.08	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7202	120	0	5400	0	3200	1800	3200	0	0	0

Capacity Analysis Module:

vol/Sat:	0.00	0.20	0.26	0.00	0.15	0.00	0.22	0.15	0.11	0.00	0.00	0.00
Crit Moves:	****				****				****			

Uptown Newport
Year 2019 without Project - CEQA Analysis
AM Peak Hour

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

Intersection #28 Jamboree Rd/Bayview Ny

Cycle (sec):	100	Critical Vol./Cap.(X):	0.414
Loss time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	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	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	14	1448	33	83	1543	26	123	0	42	28	0	33
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:	14	1550	35	91	1651	28	132	0	45	30	0	35
Added Vol:	0	268	0	0	100	0	0	0	0	0	0	0
Committed V:	6	30	0	0	75	14	1	0	1	0	0	0
Initial Fut:	20	1848	35	91	1826	42	133	0	46	30	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1848	35	91	1826	42	133	0	46	30	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1848	35	91	1826	42	133	0	46	30	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1848	35	91	1826	42	133	0	46	30	0	35

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.08	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	5400	120	1800	7200	1800	3600	1800	1800	1800	1800	1800

Capacity Analysis Module:

vol/Sat:	0.01	0.34	0.29	0.05	0.25	0.02	0.04	0.00	0.03	0.02	0.00	0.02
Crit Moves:			****		****			****				****

Uptown Newport
Year 2016 without Project - CEQA Analysis
AM Peak Hour

Level Of Service Computation Report
TCU (Loss as Cycle Length X) Method (Future Volume Alternative)

Intersection #50 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	8	Average Delay (sec/veh):	******
Optimal Cycle:	66	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		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 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		2 0 3 0 1		0 0 0 0 1		1 1 1 0 1	
Volume Module:								
Base Vol:	50 1917 181	63 1192 206	413 106 35	296 135 167				
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:	50 1925 196	68 1275 224	413 106 35	296 135 167				
Added Vol:	0 368 75	0 160 0	0 0 0	22 0 0				
Committed V:	0 63 0	0 178 0	0 0 0	1 1 4				
Initial Fut:	50 1956 271	68 1616 224	413 106 35	337 136 177				
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 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 1.00				
PHF Volume:	50 1956 271	68 1616 224	413 106 35	337 136 0				
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0				
Reduced Vol:	50 1956 271	68 1616 224	413 106 35	337 136 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				
Final Volume:	50 1956 271	68 1616 224	413 106 35	337 136 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	2.00 3.00 1.00	1.55 0.01 1.00	2.00 1.00 1.00				
Final Sat.:	1600 4800 1600	3200 4800 1600	2480 16 1600	3200 1600 1600				
Capacity Analysis Module:								
Vol/Sat:	0.03 0.41 0.17	0.02 0.34 0.14	0.17 0.01 0.02	0.11 0.08 0.00				
Crit Moves:	****	****	****	****				

Uptown Newport
Year 2016 without Project - CEQA Analysis
PM Peak Hour

Level Of Service Computation Report
TCU (Loss as Cycle Length X) Method (Future Volume Alternative)

Intersection #51 Bison Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	8	Average Delay (sec/veh):	******
Optimal Cycle:	80	Level Of Service:	B

Street Name:	Bison 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		Include		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 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:	414 122 188	27 26 237	461 513 69	195 139 67				
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:	435 128 197	28 27 237	461 562 72	205 146 70				
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0				
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0				
Initial Fut:	435 128 197	28 27 237	461 562 72	205 146 70				
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 1.00	1.00 1.00 1.00	1.00 1.00 1.00				
PHF Volume:	435 128 197	28 27 0	461 562 72	205 146 0				
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0				
Reduced Vol:	435 128 197	28 27 0	461 562 72	205 146 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				
Final Volume:	435 128 197	28 27 0	461 562 72	205 146 0				
Saturation Flow Module:								
Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600				
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00				
Lanes:	2.00 2.00 1.00	2.00 1.00 1.00	2.00 2.00 1.00	1.00 2.00 1.00				
Final Sat.:	3400 3400 1600	3200 1600 1600	3600 3200 1600	1600 3400 1600				
Capacity Analysis Module:								
Vol/Sat:	0.13 0.04 0.05	0.01 0.02 0.00	0.13 0.18 0.04	0.13 0.04 0.00				
Crit Moves:	****	****	****	****				

Uptown Newport
Year 2010 w/o Proj. CEQA Analysis
AM Peak Hour

Level Of Service Computation Report
ICU 1(Less of Cycle Length) Method (Future Volume Alternative)

Intersection #32 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	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
Volume Module:												
Base Vol:	0	0	0	149	0	364	113	474	0	0	950	97
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	157	0	382	119	498	0	0	998	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	157	0	382	119	498	0	0	998	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	157	0	382	119	498	0	0	998	102
Reduced Vol:	0	0	0	157	0	382	119	498	0	0	998	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	157	0	382	119	498	0	0	998	102
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	0.97	0.03	1.00	1.00	1.00	0.00	0.00	1.87	0.13
Final Sat.:	0	0	0	973	53	1700	1700	1700	0	0	3396	216
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 2010 without Project CEQA Analysis
AM Peak Hour

Level Of Service Computation Report
ICU 1(Less of Cycle Length) Method (Future Volume Alternative)

Intersection #33 Harvard Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	Jeffrey 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			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	2	0	2	0	1	0
Volume Module:												
Base Vol:	97	292	24	149	714	457	140	948	24	132	757	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:	101	306	25	156	749	479	147	995	25	139	795	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:	101	306	25	156	749	479	147	995	25	139	795	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:	101	306	25	156	749	479	147	995	25	139	795	137
Reduced Vol:	101	306	25	156	749	479	147	995	25	139	795	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	101	306	25	156	749	479	147	995	25	139	795	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	1.00	0.25	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	1700	2142	256	1700	3400	1700	3400	3400	1700	1700	2721	679
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.10	0.09	0.22	0.28	0.09	0.29	0.09	0.08	0.29	0.20
Crit Moves:	****						****				****	

Optimum Neighborhood
Year 2013 Without Project - CICA 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 A

Cycle (sec):	100	Critical Vol./Cap.(X):	0.924
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	94	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
Control:	Protected					Protected					Permitted	
Rights:	Include					Include					Include	Include
Min. Green:	0	0	0			0	0	0			0	0 0
Y+R:	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 1 0 0

Volume Module:																		
Base Vol:	401	1484	0	0	225	143	0	0	0	139	557	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	1484	0	0	225	143	0	0	0	139	557	157						
Added Vol:	0	170	0	0	65	37	0	0	0	0	14	0						
Committed V:	0	5	0	0	1	2	0	0	0	0	8	0						
Initial Fut:	401	1659	0	0	291	182	0	0	0	139	579	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	1664	0	0	291	182	0	0	0	139	579	157						
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	401	1664	0	0	291	182	0	0	0	139	579	157						
FCZ Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Finalvolume:	401	1664	0	0	291	182	0	0	0	139	579	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	2.00	2.00	0.00	0.00	0.00	1.00	2.45	0.55						
Final Sat.:	3200	4800	0	0	3200	3200	0	0	0	1600	3915	885						
Capacity Analysis Module:																		
V/S Ratio:	0.13	0.35	0.00	0.00	0.09	0.06	0.00	0.00	0.00	0.09	0.19	0.18						
Crit Moves:	****				****						****							

Optimum Neighborhood
Year 2018 Without Project - CICA Analysis
AM Peak Hour

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

Intersection #35 Alma St/Bristol St B

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	61	Level Of Service:	B

Street Name:	Alma Street				Bristol Street North							
Approach:	North Bound				South Bound				East Bound			West Bound
Movement:	L	-	T	-	R	L	-	T	-	R	L	- T - R
Control:	Protected					Protected					Permitted	
Rights:	Include					Include					Include	Include
Min. Green:	0	0	0			0	0	0			0	0 0
Y+R:	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	0	2	0	0 0 1 0 0

Volume Module:																		
Base vol:	93	838	0	0	152	102	0	0	0	369	1371	282						
Growth Adj:	1.00	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	838	0	0	152	102	0	0	0	369	1371	282						
Added Vol:	0	4	0	0	0	9	0	0	0	0	2	0						
Committed V:	0	8	0	0	26	0	0	0	0	83	1	0						
Initial Fut:	93	850	0	0	178	111	0	0	0	452	1371	282						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	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	850	0	0	178	111	0	0	0	452	1371	282						
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	93	850	0	0	178	111	0	0	0	452	1371	282						
FCZ Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Finalvolume:	93	850	0	0	178	111	0	0	0	452	1371	282						
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	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	1866	5312	822						
Capacity Analysis Module:																		
V/S Ratio:	0.03	0.27	0.00	0.00	0.05	0.03	0.00	0.00	0.00	0.24	0.26	0.34						
Crit Moves:		****			****							****						

Uptown Newport
Year 2018 Without Project - CEQA Analysis
AM Peak Hour

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

Intersection #36 Campus Dr/Bristol S.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	50	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	0
Volume Module:												
Base vol:	0	884	174	86	274	0	1365	1668	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	884	174	86	274	0	1365	1668	420	0	0	0
Added vol:	0	152	1	0	68	0	19	3	0	0	0	0
Committed V:	0	4	0	0	1	0	3	26	0	0	0	0
Initial Fut:	0	1032	180	86	343	0	1387	1697	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	1032	180	86	343	0	1387	1697	420	0	0	0
Reduced Vol:	0	0	0	0	0	0	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:	0	1032	180	86	343	0	1387	1697	420	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	0.78	1.00	3.00	0.00	1.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	5808	1152	1800	5400	0	2862	5406	2100	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.16	0.05	0.07	0.00	0.48	0.48	0.20	0.00	0.00	0.00
Crit Moves:		****			****			****				

Uptown Newport
Year 2018 Without Project - CEQA Analysis
AM Peak Hour

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

Intersection #37 Barco St/Bristol St S

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

Street Name:	Birch Street						Bristol 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	0	0
Volume Module:												
Base Vol:	0	269	253	179	345	0	873	957	149	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	179	345	0	873	957	149	0	0	0
Added Vol:	0	0	0	0	0	0	4	0	0	0	0	0
Committed V:	0	14	14	0	76	0	0	9	20	0	0	0
Initial Fut:	0	283	267	179	421	0	877	966	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	179	421	0	877	966	169	0	0	0
Reduced Vol:	0	0	0	0	0	0	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:	0	283	267	179	421	0	877	966	169	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.16	1.04	0.88	2.06	0.00	1.88	2.51	0.65	0.00	0.00	0.00
Final Sat.:	0	2092	1927	1600	3700	0	3387	4865	715	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.09	0.07	0.13	0.00	0.26	0.21	0.24	0.00	0.00	0.00
Crit Moves:		****		****			****					

Uptown Newport
Year 2019 without Project - CEQA Analysis
AM Peak Hour

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

Intersection #38 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	86	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			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	1	1	2	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	81	0	0	0	0	2406	964	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	964	0	0	0
Added Vol:	0	0	0	0	0	0	0	6	0	0	0	0
Committed Vol:	0	0	2	0	0	0	0	30	1	0	0	0
Initial Fut:	0	0	83	0	0	0	0	2442	967	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	2442	967	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	2442	967	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	83	0	0	0	0	2442	967	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	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	7400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.33	0.17	0.00	0.00	0.00
Crit Moves:			****					****				

Uptown Newport
Year 2019 Without Project - CEQA Analysis
AM Peak Hour

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

Intersection #39 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.367
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	55	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			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	0	1	2	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	65	978	305	0	449	91	84	143	95	166	34	7
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	68	978	398	0	461	93	86	143	95	166	34	7
Added Vol:	0	152	0	0	48	0	0	0	0	0	0	0
Committed Vol:	0	0	96	0	0	0	0	0	1	0	0	0
Initial Fut:	68	1130	494	0	509	93	86	143	96	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:	68	1130	494	0	509	93	86	143	96	166	34	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1130	494	0	509	93	86	143	96	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
Final Volume:	68	1130	494	0	509	93	86	143	96	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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	0.80	2.00	0.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1277	3200	1327	273
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.22	0.31	0.11	0.05	0.05	0.09	0.08	0.05	0.03	0.03
Crit Moves:		****		****				****			****	

Uptown Newport
Year 2010 without Project - CSUA Analysis
AM Peak Hour

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

Intersection #11 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	85	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			Permitted			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	2	0	1	1	0	1
Volume Module:												
Base Vol:	64	843	30	104	1451	233	189	367	75	31	418	239
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	886	324	109	1524	212	198	386	79	33	439	249
Added Vol:	0	78	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	964	324	109	1549	212	198	386	79	33	439	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	964	324	109	1549	212	198	386	79	33	439	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	964	324	109	1549	212	198	386	79	33	439	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
Final Volume:	93	964	324	109	1549	212	198	386	79	33	439	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.:	1792	3578	1792	1792	3578	1792	1792	3578	1792	1792	3578	1792
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.06	0.43	0.12	0.11	0.11	0.04	0.02	0.12	0.14
Crit Moves:	****				****		****					****

Uptown Newport
Year 2010 without Project - CSUA Analysis
AM Peak Hour

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

Intersection #41 Mesa Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	90	Level Of Service:	

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
Volume Module:												
Base Vol:	33	0	67	0	0	0	0	903	103	142	1797	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	948	108	149	1886	0
Added Vol:	0	0	0	0	0	0	0	72	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	70	0	0	0	0	1020	108	149	1908	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	1020	108	149	1908	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	70	0	0	0	0	1020	108	149	1908	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	0	70	0	0	0	0	1020	108	149	1908	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	0.00	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	0.30	0.06	0.09	0.56	0.00
Crit Moves:			****					****				

Uptown Newport
Year 2013 without Project - CEQA Analysis
AM Peak Hour

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

Intersection #43 California Ave/University Dr

Cycle Length: 100 Critical Vol./Cap.(X): 0.[illegible]
Lost Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: [illegible]

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
Volume Module:												
Base Vol:	20	0	92	0	0	0	0	668	360	713	1372	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	96	0	0	0	0	1014	378	748	1441	0
Added Vol:	0	0	0	0	0	0	0	95	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	96	0	0	0	0	1109	378	748	1463	0
PHF Adj:	1.00	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	96	0	0	0	0	1109	378	748	1463	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	96	0	0	0	0	1109	378	748	1463	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	96	0	0	0	0	1109	378	748	1463	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	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.33	0.22	0.22	0.43	0.00
Crit Moves:			****					****			****	

Uptown Newport
Year 2013 without Project - CEQA Analysis
AM Peak Hour

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

Intersection #43 Birch Dr

Average Delay (sec/veh): [illegible] Worst Case Level Of Service: A [9.8]

Street Name:	Birch Dr											
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	1
Volume Module:												
Base Vol:	1	0	14	0	0	0	0	80	21	66	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	66	333	0
Added Vol:	0	0	0	0	0	0	0	17	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	97	21	66	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	97	21	66	333	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	14	0	0	0	0	97	21	66	333	0
Critical Gap Module:												
Critical Gap:	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:	369	538	99	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	118	xxxx	xxxxx
Potent Cap.:	610	498	1000	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1482	xxxx	xxxxx
Move Cap.:	590	498	1000	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1482	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95 Q:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	-	-	-	-	*	*	*	A	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx	307	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			xxxxx			xxxxx			xxxxx	
ApproachLOS:		A			*			*			*	

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

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

B-6 – 2018 CUMULATIVE CONDITIONS WITH PHASE 1

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

Scenario Report

Scenario:	CEQA 2018 - w/o Uptown PM ICU
Command:	CEQA 2018 - w/o Uptown PM ICU
Volume:	2018 Ex-Commit PM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	Cumul+Kell PM
Trip Distribution:	Cumulative
Paths:	Project
Routes:	Default Route
Configuration:	ICU

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

Trip Generation Report

Forecast for Cumulative PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
202	Newport Coas	1.00	Residential	926.00	537.00	926	537	1463	10.5
	Zone 202 Subtotal					926	537	1463	10.5
205	Banning Rans	1.00	Banning Ranch	659.00	447.00	659	447	1106	7.9
	Zone 205 Subtotal					659	447	1106	7.9
301	Irvine 13,15	1.00	Irvine Approve	985.00	410.00	985	410	1395	9.9
	Zone 301 Subtotal					985	410	1395	9.9
302	Irvine 11,16	1.00	Irvine Approve	386.00	224.00	386	224	610	4.3
	Zone 302 Subtotal					386	224	610	4.3
303	Irvine 10,12	1.00	Irvine Approve	106.00	241.00	106	241	347	2.5
	Zone 303 Subtotal					106	241	347	2.5
304	Irvine 14,26	1.00	Irvine Approve	2491.00	6600.00	2481	6609	9090	64.7
	Zone 304 Subtotal					2481	6609	9090	64.7
TOTAL						5543	8488	14031	99.1

Uptown Newport
Year 2010 Without Project CEQA Analysis
PM Peak Hour

Trip Generation Report

Forecast for Mall Project EN

Zone #	Activity	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Mall Center	1.00	Mall	81.00	49.00	81	49	130	0.9
	Zone 101 Subtotal					81	49	130	0.9
TOTAL						81	49	130	0.9

Uptown Newport
Year 2010 Without Project CEQA Analysis
PM Peak Hour

Turning Movement Report
Cumulative PM - Mall Project, TM

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Northbound Left	Northbound Thru	Northbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 MacArthur Blvd/Ke [illegible] St													
Base	715	1202	520	231	1077	105	94	795	666	615	656	559	7240
Added	0	19	0	0	32	0	0	0	0	0	0	0	51
Total	715	1221	520	231	1109	105	94	795	666	615	656	559	7340
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	2355	1006	576	1730	0	0	0	0	622	0	258	6306
Added	0	19	18	0	31	0	0	0	0	0	0	0	68
Total	0	2374	1024	576	1761	0	0	0	0	622	0	258	6374
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	2373	703	617	1406	597	0	0	0	697	254	672	7163
Added	0	38	0	0	32	0	0	0	0	31	0	0	101
Total	0	2411	703	617	1440	597	0	0	0	728	254	672	7264
#4 MacArthur Blvd/Michelson Dr													
Base	131	1605	108	830	1803	0	401	202	162	407	56	921	6667
Added	0	38	0	0	95	0	0	0	0	0	0	0	101
Total	131	1643	108	830	1898	0	401	202	162	407	56	921	6768
#5 MacArthur Blvd/Campus Dr													
Base	119	1088	85	997	1148	730	358	588	110	129	1143	167	6872
Added	0	66	0	0	109	5	4	7	0	0	0	0	189
Commit	0	36	0	0	87	1	0	0	0	0	0	1	125
Total	119	1190	85	997	1344	736	362	595	110	129	1143	168	6986
#6 MacArthur Blvd/Birch St													
Base	120	522	29	46	915	104	274	197	58	69	391	129	2854
Added	0	32	0	16	102	1	7	15	0	0	9	10	212
Commit	0	40	0	0	27	8	18	18	0	0	0	0	112
Total	120	594	29	62	1044	109	299	230	58	69	400	139	3178
#7 MacArthur Blvd/Von Karman Ave													
Base	40	500	195	29	856	77	111	133	152	617	93	63	2923
Added	0	62	102	0	107	0	0	6	0	134	3	0	415
Commit	0	46	9	7	34	0	0	0	0	0	1	0	96
Total	40	608	246	36	997	77	111	139	152	751	92	63	3432
#8 MacArthur Blvd/Jamboree Rd													
Base	954	457	293	165	1050	322	219	1037	57	600	999	150	5921
Added	0	149	64	0	212	31	20	196	0	32	158	0	1012
Commit	0	42	1	0	21	11	11	79	0	7	49	0	219
Total	954	648	358	165	1283	364	250	1293	57	739	1209	150	6964

Uptown Newport
Year 2018 Without Project CROA Analysis
PM Peak Hour

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 MacArthur Blvd/Fairchild Rd													
Base	0	1114	166	95	1454	0	0	0	0	436	0	191	3912
Added	0	72	0	0	102	0	0	0	0	0	0	0	174
Total	0	1186	166	95	1556	0	0	0	0	436	0	191	4116
#10 MacArthur Blvd NB/University Dr													
Base	25	0	320	0	0	0	0	341	90	655	782	0	2824
Added	0	0	0	0	0	0	0	45	0	0	24	0	113
Total	25	0	336	0	0	0	0	386	90	655	806	0	2911
#11 MacArthur Blvd SB/University Dr													
Base	6	0	100	0	0	0	0	773	56	290	820	0	1845
Added	0	0	0	0	0	0	0	73	0	0	24	0	113
Total	6	0	100	0	0	0	0	846	56	290	844	0	1958
#12 Von Karman Ave/Main St													
Base	215	1145	286	175	648	203	390	1734	179	129	727	183	6217
Added	0	2	0	0	4	0	0	0	0	0	0	0	6
Total	215	1147	286	175	652	203	390	1734	179	129	727	183	6223
#13 Von Karman Ave/Michelson Dr													
Base	70	1023	113	241	1617	204	211	550	100	187	738	371	5630
Added	0	2	0	0	4	0	0	0	0	0	0	0	6
Total	70	1025	113	241	1621	204	211	550	100	187	738	371	5636
#14 Von Karman Ave/Bryant Dr													
Base	62	1055	81	98	1360	37	91	173	153	66	735	138	5428
Added	0	2	0	0	4	0	0	0	0	0	0	0	6
Total	62	1057	81	98	1364	37	91	173	153	66	735	138	5434
#15 Von Karman Ave/Campus Dr													
Base	88	570	193	237	1023	298	330	660	44	123	348	79	4447
Added	0	2	0	0	4	0	0	0	0	0	0	0	6
Commit	0	0	3	0	0	0	0	0	0	0	0	0	3
Total	88	572	196	237	1034	298	330	660	44	123	348	79	4457
#16 Von Karman Ave/Birch St													
Base	44	629	58	13	502	121	106	165	19	10	217	41	1895
Added	10	85	0	1	192	0	0	2	28	1	9	1	320
Total	54	713	58	14	694	121	106	167	47	11	226	42	2215
#17 Tustin Ave/Campus Dr													
Base	42	119	69	138	130	112	71	512	28	52	400	62	2205
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	119	69	138	130	112	71	512	28	52	400	62	2205

Uptown Newport
Year 2018 Without Project CROA Analysis
PM Peak Hour

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#18 Teller Ave/Birch St.													
Base	18	20	42	32	2	46	48	358	7	6	103	8	599
Added	0	0	8	0	0	0	0	2	0	10	4	0	26
Total	18	20	50	32	2	46	48	360	7	16	107	8	625
#19 Jamboree Rd/Main St.													
Base	380	2809	170	341	2013	216	457	1251	782	595	377	514	10976
Added	0	28	0	0	39	0	0	0	0	0	0	0	67
Total	380	2837	170	341	2052	216	457	1251	782	595	377	514	11043
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	1971	952	0	2769	1169	0	0	0	763	0	237	9316
Added	0	19	0	0	22	0	0	0	0	13	0	0	54
Total	0	1990	969	0	2791	1169	0	0	0	776	0	237	9370
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	3000	1119	0	2551	646	1543	0	1563	0	0	0	10421
Added	0	19	0	0	44	0	0	0	0	0	0	0	63
Total	0	3019	1120	0	2595	646	1543	0	1563	0	0	0	10484
#22 Jamboree Rd/Michelson Dr													
Base	71	1504	501	1156	2115	481	1131	354	179	321	273	724	9871
Added	0	32	0	0	44	0	0	0	0	0	0	0	76
Total	71	1537	501	1156	2159	481	1131	354	179	321	273	724	9947
#23 Jamboree Rd/Bryant Dr													
Base	95	2470	35	190	2161	215	369	62	291	30	21	34	5983
Added	0	27	0	0	44	0	0	0	0	0	0	0	71
Total	95	2497	35	190	2205	215	369	62	291	30	21	34	6054
#24 Jamboree Rd/Campus Dr													
Base	117	2615	486	386	1841	193	411	567	263	160	583	258	7878
Added	0	70	0	0	115	0	0	0	0	0	0	0	185
Commit	0	72	1	0	44	0	0	0	0	1	0	0	117
Total	117	2757	487	386	2000	193	411	567	263	161	583	258	8180
#25 Jamboree Rd/Birch St													
Base	148	1970	1	1	2035	207	356	0	167	0	0	0	4903
Added	0	62	0	0	99	16	30	0	0	0	0	0	185
Commit	0	72	0	0	44	0	0	0	1	0	0	0	117
Total	148	2102	1	1	2177	223	486	0	168	0	0	0	5205
#26 Jamboree Rd/Fairchild Rd													
Base	19	1970	27	232	1931	0	58	95	108	95	10	299	4922
Added	0	60	0	0	99	0	0	0	0	0	0	0	159
Total	19	2030	27	232	2030	0	58	95	108	95	10	299	5081

Uptown Newport
Year 2018 Without Project - CEQA Analysis
PM Peak Hour

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#27 Jamboree Rd/Bristol St N													
Base	877	1009	895	0	878	527	0	0	0	0	0	0	4187
Added	0	906	0	0	287	7	0	0	0	0	0	0	535
Commit	22	106	67	0	41	8	0	0	0	0	0	0	254
Total	899	1321	962	0	1221	552	0	0	0	0	0	0	4956
#28 Jamboree Rd./Bristol S.													
Base	0	1947	114	0	561	0	772	592	537	0	0	0	5123
Added	0	201	0	0	292	0	6	0	0	0	0	0	497
Commit	0	174	0	0	61	0	37	34	117	0	0	0	419
Total	0	2327	114	0	1314	0	813	626	1014	0	0	0	6137
#29 Jamboree Rd/Skyview Ny													
Base	51	1771	55	88	1691	69	54	0	27	39	0	86	4037
Added	0	291	0	0	252	0	1	0	0	0	0	0	493
Commit	2	83	0	0	29	0	0	0	10	0	0	0	141
Total	53	2045	55	88	2172	69	55	0	37	39	0	86	4671
#30 Jamboree Rd/University Dr													
Base	40	1135	217	101	1052	393	219	36	11	152	142	84	3663
Added	0	507	45	0	282	0	0	0	0	20	0	0	612
Commit	0	184	8	4	143	0	0	0	0	5	0	2	351
Total	40	1826	270	105	1529	393	219	36	11	177	142	86	4626
#31 Carlson Ave/Michelson Dr													
Base	94	88	217	141	145	479	347	1191	405	267	746	156	4021
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	94	88	217	141	145	479	347	1191	405	267	746	156	4021
#32 Carlson Ave/Campus Dr													
Base	0	0	0	193	0	186	534	1105	0	0	652	127	2797
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	193	0	186	534	1105	0	0	652	127	2797
#33 Harvard Ave/Michelson Dr													
Base	98	936	134	362	537	265	451	999	131	93	213	130	4347
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	936	134	362	537	265	451	999	131	93	213	130	4347
#34 Campus Dr/Bristol St N													
Base	470	651	0	0	944	551	0	0	0	235	1356	105	4066
Added	0	116	0	0	106	27	0	0	0	2	13	0	314
Commit	0	0	0	0	9	8	0	0	0	2	39	0	48
Total	470	767	0	0	959	586	0	0	0	239	1408	105	4428

Uptown Newport
Year 2018 Without Project - CEQA Analysis
PM Peak Hour

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#35 Birch St/Bristol St N													
Base	156	245	0	0	457	503	0	0	0	417	1475	137	3360
Added	0	15	0	0	0	9	0	0	0	0	7	0	31
Commit	37	38	0	0	27	0	0	0	0	31	4	0	137
Total	193	338	0	0	484	512	0	0	0	448	1486	137	3528
#36 Campus Dr/Bristol St													
Base	0	708	547	902	857	0	421	901	590	0	0	0	3926
Added	0	78	3	0	150	0	40	21	0	0	0	0	290
Commit	0	2	0	0	2	0	2	77	1	0	0	0	86
Total	0	788	550	902	1009	0	463	998	591	0	0	0	4302
#37 Birch St/Bristol St S													
Base	0	230	242	205	365	0	227	994	194	0	0	0	1457
Added	0	0	0	0	0	0	15	0	0	0	0	0	15
Commit	0	72	77	0	48	0	0	0	21	0	0	0	217
Total	0	302	319	205	413	0	242	1003	215	0	0	0	1689
#38 Jamboree Rd/Jamboree Dr													
Base	0	0	180	0	0	0	0	2514	101	0	0	0	2795
Added	0	0	0	0	0	0	0	4	0	0	0	0	4
Commit	0	0	23	0	0	0	0	24	0	0	0	0	47
Total	0	0	203	0	0	0	0	2542	101	0	0	0	2846
#39 Irvine Avenue / Mesa Drive													
Base	49	905	153	5	1247	177	24	53	106	494	170	16	3405
Added	0	79	0	0	201	0	0	0	0	0	0	0	279
Commit	0	7	16	0	2	0	0	0	0	37	0	0	62
Total	49	991	169	5	1450	177	24	53	106	531	170	16	3746
#40 University Dr/Campus Dr													
Base	102	1540	370	76	631	78	294	609	117	209	558	115	5719
Added	0	48	0	0	74	0	0	0	0	0	0	0	122
Total	102	1588	370	76	705	78	294	609	117	209	558	115	5841
#41 Mesa Rd/University Dr													
Base	159	0	224	0	0	0	0	2246	0	139	1035	0	3801
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	159	0	224	0	0	0	0	2291	0	139	1109	0	3920
#42 California Ave/University Dr													
Base	242	0	836	0	0	0	0	1251	0	89	1165	0	3583
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	242	0	836	0	0	0	0	1296	0	89	1239	0	3702

Uptown Newport
Year 2018 Without Project - CICA Analysis
PM Peak Hour

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
442 Birch Dwy													
Base	18	0	46	0	0	0	0	310	25	17	80	0	538
Added	0	0	0	0	0	0	0	10	0	0	16	0	26
Total	18	0	46	0	0	0	0	320	25	17	96	0	564
4288 Bay Dwy on Jamboree Rd (right-in / right-out approach)													
Base	42	1730	0	0	1920	12	15	0	46	0	0	0	3765
Added	0	61	0	0	99	0	0	0	0	0	0	0	160
Total	42	1791	0	0	2024	12	15	0	46	0	0	0	3925

Uptown Newport
Year 2018 Without Project - CICA Analysis
PM Peak Hour

Signalized Intersection Report
Level Of Service

Intersection	Base LOS	Base Vol	Base V/C	Future LOS	Future Vol	Future V/C	Change in V/C
# 1 MacArthur Blvd/Main St	[illegible]	xxxxx	0.780	[illegible]	xxxxx	0.789	+ 0.009 V/C
# 2 MacArthur Blvd/I-405 SB Ramps	[illegible]	xxxxx	0.719	[illegible]	xxxxx	0.722	+ 0.003 V/C
# 3 MacArthur Blvd/I-405 NB Ramps	[illegible]	xxxxx	0.789	[illegible]	xxxxx	0.801	+ 0.012 V/C
# 4 MacArthur Blvd/Michelson Dr	[illegible]	xxxxx	0.907	[illegible]	xxxxx	0.912	+ 0.005 V/C
# 5 MacArthur Blvd/Campus Dr	[illegible]	xxxxx	0.861	[illegible]	xxxxx	0.851	+ 0.006 V/C
# 6 MacArthur Blvd/Birch St	[illegible]	xxxxx	0.479	[illegible]	xxxxx	0.517	+ 0.037 V/C
# 7 MacArthur Blvd/Von Karman Ave	[illegible]	xxxxx	0.449	[illegible]	xxxxx	0.522	+ 0.073 V/C
# 8 MacArthur Blvd/Jamboree Rd	[illegible]	xxxxx	0.701	[illegible]	xxxxx	0.810	+ 0.109 V/C
# 9 MacArthur Blvd/[illegible] Rd	[illegible]	xxxxx	0.590	[illegible]	xxxxx	0.650	+ 0.060 V/C
# 10 MacArthur Blvd NB/[illegible] Ave	[illegible]	xxxxx	0.520	[illegible]	xxxxx	0.625	+ 0.105 V/C
# 11 MacArthur Blvd SB/University Dr	[illegible]	xxxxx	0.594	[illegible]	xxxxx	0.624	+ 0.030 V/C
# 12 Von Karman Ave/Main St	[illegible]	xxxxx	0.856	[illegible]	xxxxx	0.867	+ 0.011 V/C
# 13 Von Karman Ave/Michelson Dr	[illegible]	xxxxx	0.904	[illegible]	xxxxx	0.935	+ 0.031 V/C
# 14 Von Karman Ave/Dupont Dr	[illegible]	xxxxx	0.591	[illegible]	xxxxx	0.622	+ 0.031 V/C
# 15 Von Karman Ave/Campus Dr	[illegible]	xxxxx	0.900	[illegible]	xxxxx	0.932	+ 0.032 V/C
# 16 Von Karman Ave/Birch St	[illegible]	xxxxx	[illegible]	[illegible]	xxxxx	0.397	+ 0.047 V/C
# 17 Teller Ave/Campus Dr	[illegible]	xxxxx	[illegible]	[illegible]	xxxxx	0.835	+ 0.000 V/C
# 18 Teller Ave/Birch St	[illegible]	11.1	0.064	[illegible]	11.0	0.069	+ 0.005 V/C
# 19 Jamboree Rd/Main St	[illegible]	xxxxx	0.836	[illegible]	xxxxx	[illegible]	0.005 V/C
# 20 Jamboree Rd/I-405 NB Ramps	[illegible]	xxxxx	[illegible]	[illegible]	xxxxx	0.928	- 0.005 V/C
# 21 Jamboree Rd/I-405 SB Ramps	[illegible]	xxxxx	0.895	[illegible]	xxxxx	0.851	- 0.005 V/C
# 22 Jamboree Rd/Michelson Dr	[illegible]	xxxxx	1.160	[illegible]	xxxxx	[illegible]	0.004 V/C
# 23 Jamboree Rd/Dupont Dr	[illegible]	xxxxx	0.750	[illegible]	xxxxx	0.759	0.009 V/C

Uptown Newport
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PM Peak Hour

Intersection	Base Del/ LOS Veh	V/C	Future Del/ LOS Veh	V/C	Change D
# 24 Jamboree Rd/Campus Dr	D xxxxx	0.808	D xxxxx	0.[illegible]	- 0.0[illegible] V/C
# 25 Jamboree Rd/Birch St	F xxxxx	0.[illegible]	F xxxxx	0.695	- 0.031 V/C
# 26 Jamboree Rd/Bristol Rd	C xxxxx	0.744	C xxxxx	0.7[illegible]	- 0.011 V/C
# 27 Jamboree Rd/Bristol St N	A xxxxx	0.495	A xxxxx	0.590	- 0.064 V/C
# 28 Jamboree Rd./Bristol St	A xxxxx	0.[illegible]	D xxxxx	0.8[illegible]	0.064 V/C
# 29 Jamboree Rd/Seaview Wy	A xxxxx	0.404	A xxxxx	0.404	- 0.046 V/C
# 30 Jamboree Rd/Birchwood Dr	A xxxxx	0.547	B xxxxx	0.651	- 0.104 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	0.910	E xxxxx	0.9[illegible]	+ 0.010 V/C
# 34 Campus Dr/Bristol St N	C xxxxx	0.713	C xxxxx	0.7[illegible]	+ 0.012 V/C
# 35 Birch St/Bristol St N	A xxxxx	0.555	A xxxxx	0.5[illegible]	+ 0.010 V/C
# 36 Campus Dr/Bristol St	B xxxxx	0.597	A xxxxx	0.609	+ 0.012 V/C
# 37 Birch St/Bristol St S	A xxxxx	0.311	A xxxxx	0.323	+ 0.012 V/C
# 38 Bristol St/Bristol St	A xxxxx	0.487	A xxxxx	0.499	+ 0.012 V/C
# 39 Irvine Avenue / Mesa Drive	A xxxxx	0.510	A xxxxx	0.5[illegible]	+ 0.005 V/C
# 40 University Dr/Campus Dr	D xxxxx	0.[illegible]	D xxxxx	0.8[illegible]	+ 0.008 V/C
# 41 Mesa Rd/University Dr	C xxxxx	0.[illegible]	C xxxxx	0.8[illegible]	+ 0.010 V/C
# 42 California Ave/University Dr	B xxxxx	0.[illegible]	B xxxxx	0.654	+ 0.010 V/C
# 43 Bristol Way	F 71.5	0.7[illegible]	F 71.5	0.103	+ 0.148 D/V
#43A Prog Way on Jamboree Rd	F 109.9	0.745	F 142.1	0.967	+32.2[illegible] D/V

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

Level Of Service Computation Report
ICU 1(Loss as cycle length if Reduced (Future Volume Alternative)

Intersection #1 MacArthur Blvd/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	MacArthur Blvd/Bristol				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 1 0 2		2 0 1 0 2		0 0 3 0 1		2 0 2 0 1	
Volume Module:								
Base Vol:	696 1113	177	267 1030	100	90 592	627	503 777	377
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	020	281 1082	105	94 622	658	528 816	396
Added Vol:	0 0	0	0 32	0	0 0	0	0 0	0
PasserByVol:	0 0	0	0 0	0	0 0	0	0 0	0
Initial Fut:	715 1202	020	281 1114	105	94 622	658	528 816	396
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:	715 1202	0	281 1114	105	94 622	658	528 816	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	715 1202	0	281 1114	105	94 622	658	528 816	0
PCE Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00 1.00	0.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
FinalVolume:	715 1202	0	281 1114	105	94 622	658	528 816	0
Crit Adj Vol:						658		

Saturation Flow Module:												
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Lanes:	2.00 4.00	2.00	2.00 4.00	2.00	1.00 3.00	1.00	2.00 3.00	1.00
Final Sat.:	3400 6800	3400	3400 6800	3400	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 0.12	0.39	0.15 0.16	0.00
Crit Moves:	****		****				****	****	

Uptown Newport
Year 2018 Without Project - CEQA Analysis
EB Peak Hour

Level Of Service Computation Report
100 (Lowe ve Cycle Length V) Method (Future Volume Alternative)

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.[illegible]
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	1965	962	596	1964	0	0	0	0	576	0	985
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	2063	1010	626	2062	0	0	0	0	605	0	1034
Added Vol:	0	18	18	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2081	1027	626	2062	0	0	0	0	605	0	1034
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2074	1024	624	2062	0	0	0	0	605	0	1034
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2074	1024	624	2062	0	0	0	0	605	0	1034
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2074	1024	624	2062	0	0	0	0	605	0	1034

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	1.00	0.00	0.00	4.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	1600	1600	1600	6800	0	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.30	0.13	0.30	0.00	0.00	0.00	0.00	0.38	0.00	0.65
Crit Moves:		****			****					****		

Uptown Newport
Year 2018 Without Project - CEQA Analysis
EB Peak Hour

Level Of Service Computation Report
100 (Lowe ve Cycle Length V) Method (Future Volume Alternative)

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.80[illegible]
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: D

Street Name:	MacArthur Boulevard						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	0	0	1	0	0	0	0	0	1

Volume Module:

Base Vol:	0	2071	677	593	1966	300	0	0	0	557	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	2175	711	617	2065	315	0	0	0	585	295	675
Added Vol:	0	38	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2213	711	617	2097	315	0	0	0	585	295	675
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2213	711	617	2097	315	0	0	0	585	295	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2213	711	617	2097	315	0	0	0	585	295	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	2213	711	617	2097	315	0	0	0	585	295	0
OvlAdjVol:			338									

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	1.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	1600	1700	1600	6800	1700	0	0	0	3400	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.42	0.38	0.31	0.19	0.00	0.00	0.00	0.31	0.17	0.00
OvlAdj/S:			0.20									
Crit Moves:		****			****					****		

Uptown Newport
Year 2018 without Project CROA Analysis
PM Peak Hour

Level Of Service Computation Report
TCM 1(Loss as Cycle Length %) Method (Future Volume Alternate =)

Intersection #4 MacArthur Blvd/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:	MacArthur Northbound						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	1	0	1	2	0	2	1	0	1	2	0	2	0	1
Volume Module:												
Base vol:	129	1535	103	734	1796	0	452	186	90	166	82	209
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	1612	108	770	1886	0	474	195	94	174	86	219
Added Vol:	0	32	0	0	67	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	1643	108	770	1953	0	474	195	94	174	86	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1643	108	770	1953	0	474	195	94	174	86	219
ReduceVol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1643	108	770	1953	0	474	195	94	174	86	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	1643	108	770	1953	0	474	195	94	174	86	219
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	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	0.34	0.29	0.00	0.14	0.12	0.06	0.14	0.05	0.13
Crit Moves:	****			****			****					

Uptown Newport
Year 2018 without Project CROA Analysis
PM Peak Hour

Level Of Service Computation Report
TCM 1(Loss as Cycle Length %) Method (Future Volume Alternate =)

Intersection #5 MacArthur Blvd/Campus Dr

Cycle (sec): 100 Critical vol./Cap.(X): 0.851
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: D

Street Name:	MacArthur Northbound						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	1	0	1	2	0	2	1	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	114	1019	91	711	1703	705	359	508	101	122	1053	181
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	95	747	1788	740	377	533	106	128	1106	190
Added Vol:	0	66	0	0	104	7	4	0	0	0	0	0
Committed V:	0	58	0	0	27	1	0	0	0	0	0	0
Initial Fut:	119	1130	95	747	1919	748	381	533	106	128	1106	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	1130	95	747	1919	748	381	533	106	128	1106	190
ReduceVol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	1130	95	747	1919	748	381	533	106	128	1106	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	1130	95	747	1919	748	381	533	106	128	1106	190
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	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	6800	700	3400	6800	1700	3400	1700	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.06	0.22	0.28	0.44	0.11	0.31	0.06	0.04	0.65	0.11
Crit Moves:	****					****	****				****	

Uptown Report
Year 2010 Without Project - CEQA analysis
PM Peak Hour

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

Intersection #6 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
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	2	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base vol:	137	673	93	48	854	172	274	197	56	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	721	17	46	914	184	274	197	56	99	391	129
Added Vol:	0	58	0	16	127	0	0	15	0	0	0	10
Committed V:	0	40	0	0	21	8	18	16	0	0	0	0
Initial Fut:	120	819	17	62	1062	192	292	230	56	99	408	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	819	17	62	1062	192	292	230	56	99	408	129
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced vol:	120	819	17	62	1062	192	292	230	56	99	408	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Finalvolume:	120	819	17	62	1062	192	292	230	56	99	408	129
Saturation Flow Module:												
Sat/Lane:	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adjustment:	1.00	1.00	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	0.85	1.00	2.00	0.50	1.00	2.00	1.00
Final Sat.:	1800	5700	1900	1800	5700	1615	1800	3800	950	1800	3800	1900
Capacity Analysis Module:												
vol/Sat:	0.07	0.17	0.01	0.04	0.19	0.12	0.16	0.06	0.06	0.06	0.11	0.07
Crit Moves:	****				****				****		****	

Uptown Report
Year 2010 Without Project - CEQA Analysis
PM Peak Hour

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

Intersection #7 MacArthur Blvd/Von Karman Ave

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:	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	1	3	0	1	1	0	3	0	1	1	0	1	1	0	2	0	1
Volume Module:												
Base vol:	37	518	126	97	795	92	111	159	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	554	135	104	850	98	111	159	152	617	88	63
Added Vol:	0	89	107	0	104	0	0	0	0	134	3	0
Committed V:	0	40	2	7	34	6	0	0	0	0	1	0
Initial Fut:	40	683	244	111	994	104	111	159	152	751	92	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	683	244	111	994	104	111	159	152	751	92	63
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	683	244	111	994	104	111	159	152	751	92	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Finalvolume:	40	683	244	111	994	104	111	159	152	751	92	63
Saturation Flow Module:												
Sat/Lane:	1800	1900	1900	1800	1900	1900	1800	1900	1900	1800	1900	1900
Adjustment:	1.00	1.00	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	1.00	1.00	1.00
Final Sat.:	1800	5700	1900	1800	5700	1900	1800	3800	1900	1800	1900	1900
Capacity Analysis Module:												
vol/Sat:	0.02	0.12	0.13	0.06	0.17	0.05	0.06	0.04	0.08	0.42	0.05	0.03
Crit Moves:	****				****				****		****	

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Uptown Newport
Year 2012 Without Project - CEQA Analysis
PM Peak Hour

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

Intersection 19 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	109	Level Of Service:	D

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:	245 426 267		154 989 300		194 969 25		606 825 156	
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:	264 457 287		165 1058 322		208 1037 27		648 883 167	
Added Vol:	0 148 66		0 210 31		20 196 0		92 203 0	
PasserByVol:	6 49 1		6 21 11		11 30 0		1 49 0	
Initial Fut:	270 654 454		169 1285 364		239 1263 27		733 1139 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:	295 649 459		169 1265 0		239 1299 27		733 1139 170	
Reduced Vol:	0 0 0		0 0 0		0 0 0		0 0 0	
Reduced Vol:	270 654 454		169 1285 0		239 1263 27		733 1139 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	
Final Volume:	270 654 454		169 1285 0		239 1263 27		733 1139 170	
OvlAdjVol:			92					
Saturation Flow Module:								
Sat/Lane:	1600 1600 1600		1600 1600 1600		1600 1600 1600		1600 1600 1600	
Adjustment:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
Lanes:	2.00 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 0.13 0.28		0.05 0.27 0.00		0.07 0.27 0.02		0.23 0.24 0.11	
OvlAdjV/S:		0.06						
Crit Moves:	****		****		****		****	

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Uptown Newport
Year 2019 Without Project - CEQA Analysis
PM Peak Hour

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

Intersection 19 MacArthur Blvd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	55	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 1 0 0		0 0 3 0 0		0 0 2 0 0		1 0 0 0 1	
Volume Module:								
Base Vol:	0 1257 103		97 1773 0		0 0 0		517 0 187	
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		98 1854 0		0 0 0		536 0 195	
Added Vol:	0 92 0		0 102 0		0 0 0		0 0 0	
PasserByVol:	0 0 0		0 0 0		0 0 0		0 0 0	
Initial Fut:	0 1406 108		98 1956 0		0 0 0		536 0 195	
User Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
PHF Volume:	0 1406 108		98 1956 0		0 0 0		536 0 195	
Reduced Vol:	0 0 0		0 0 0		0 0 0		0 0 0	
Reduced Vol:	0 1406 108		98 1956 0		0 0 0		536 0 195	
PCE Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
Final Volume:	0 1406 108		98 1956 0		0 0 0		536 0 195	
Saturation Flow Module:								
Sat/Lane:	1600 1600 1600		1600 1600 1600		1600 1600 1600		1600 1600 1600	
Adjustment:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00	
Lanes:	0.00 2.78 0.22		0.33 3.00 0.00		0.00 0.00 0.00		1.00 0.00 1.00	
Final Sat.:	0 4448 352		528 4800 0		0 0 0		1600 0 1600	
Capacity Analysis Module:								
Vol/Sat:	0.00 0.29 0.29		0.02 0.41 0.00		0.00 0.00 0.00		0.34 0.00 0.12	
Crit Moves:	****		****				****	

Uptown Newport
Year 2018 Without Project - CEQA Analysis
PM Peak Hour

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

Intersection #13 MacArthur Blvd NB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	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	1	0

Volume Module:

Base Vol:	95	0	814	0	0	0	0	900	86	626	740	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:	99	0	856	0	0	0	0	947	90	658	777	0
Added Vol:	0	0	0	0	0	0	0	45	0	0	75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Rpt:	99	0	856	0	0	0	0	992	90	658	852	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:	99	0	856	0	0	0	0	992	90	658	852	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	856	0	0	0	0	992	90	658	852	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:	99	0	856	0	0	0	0	992	90	658	852	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	1.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	1800	0	1800	0	1800	0	0	3600	1800	3600	3600	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.48	0.00	0.00	0.00	0.00	0.28	0.05	0.18	0.24	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2018 w Project Project - CEQA Analysis
PM Peak Hour

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

Intersection #13 MacArthur Blvd NB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	C

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	1	0

Volume Module:

Base Vol:	8	0	100	0	0	0	0	773	36	358	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	358	430	0
Added Vol:	0	0	0	0	0	0	0	46	0	0	76	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Rpt:	8	0	100	0	0	0	0	819	36	358	506	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	100	0	0	0	0	819	36	358	506	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	100	0	0	0	0	819	36	358	506	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	819	36	358	506	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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	2.00	0.00
Final Sat.:	1800	0	1800	0	0	0	0	5158	232	3600	4100	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.16	0.15	0.09	0.12	0.00
Crit Moves:			****					****		****		

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

Level Of Service Computation Report
2000 Ilitoss ex Cycle Length 6) Method (Future Volume Alternative)

Intersection #2 Von Karman Ave/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Von Karman Avenue				Main 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			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
Volume Module:												
Base Vol:	919	1063	978	187	653	194	384	1938	149	122	650	136
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:	966	1142	1027	196	686	204	403	1934	157	128	727	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	966	1142	1027	196	686	204	403	1934	157	128	727	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	966	1142	1027	196	686	204	403	1934	157	128	727	143
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	966	1142	1027	196	686	204	403	1934	157	128	727	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	966	1142	1027	196	686	204	403	1934	157	128	727	143
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3600	3600	1700	1700	3600	1700	3600	3600	1700	3600	3600	1700
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.60	0.10	0.19	0.12	0.11	0.54	0.09	0.04	0.20	0.08
Crit Moves:	****			****			****			****		

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

Level Of Service Computation Report
2000 Ilitoss ex Cycle Length 6) Method (Future Volume Alternative)

Intersection #3 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.936
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	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	0	1	1	0
Volume Module:												
Base Vol:	97	908	105	209	1488	168	988	576	96	179	671	204
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:	102	953	110	219	1562	176	1037	605	101	188	705	214
Added Vol:	0	2	0	2	4	2	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	955	110	221	1566	178	1040	605	101	188	705	214
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:	102	955	110	221	1566	178	1040	605	101	188	705	0
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	955	110	221	1566	178	1040	605	101	188	705	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
Final Volume:	102	955	110	221	1566	178	1040	605	101	188	705	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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	1.75	0.25	1.00	1.67	0.33	1.00	2.00	1.00
Final Sat.:	1700	3600	1700	1700	3325	475	1700	2975	525	1700	3600	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.06	0.13	0.47	0.37	0.61	0.20	0.19	0.11	0.20	0.00
Crit Moves:	****			****			****				****	

Jetown Newport
Year 2010 Without Project - CEQA Analysis
PM Peak Hour

Level Of Service Computation Report
ICU (Intersection Capacity Utilization) Method (Future Volume Alternative)

Intersection #14 Von Karman Ave/Bayport Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	80	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:	0	0	1	1	0	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	50	1309	63	85	1301	55	90	168	146	63	196	192
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:	52	1375	66	89	1366	57	94	176	153	66	205	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	52	1375	66	89	1366	57	94	176	153	66	205	198
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1375	66	89	1366	57	94	176	153	66	205	198
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1375	66	89	1366	57	94	176	153	66	205	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1375	66	89	1366	57	94	176	153	66	205	198
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	0.10	1.00	2.00	1.00	1.00	2.00	0.90	1.00	2.00	0.90
Final Sat.:	1700	3122	278	1700	3400	1700	1700	3396	1536	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.24	0.05	0.40	0.03	0.06	0.05	0.10	0.04	0.06	0.12
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2010 Without Project - CEQA Analysis
PM Peak Hour

Level Of Service Computation Report
ICU (Intersection Capacity Utilization) Method (Future Volume Alternative)

Intersection #15 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	68	Level Of Service:	D

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:	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	0	2	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	84	883	171	224	896	205	223	731	6	155	817	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	927	180	236	941	215	234	768	6	163	858	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	88	883	180	236	941	215	234	768	6	163	858	80
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	883	180	236	941	215	234	768	6	163	858	80
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	883	0	236	941	215	234	768	6	163	858	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	883	0	236	941	215	234	768	6	163	858	80
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	1.89	0.11
Final Sat.:	1700	3400	1700	1700	2624	776	1700	3400	1700	1700	3195	191
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.00	0.14	0.30	0.28	0.14	0.23	0.00	0.10	0.27	0.42
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2010 without Project CSCA Analysis
PM Peak Hour

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

Intersection #17 Villa Ave/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Villa 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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0	2	0	1	0	2	0	1
Volume Module:												
Base vol:	11	428	58	18	602	123	136	189	19	10	219	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:	11	428	58	18	602	123	136	189	19	10	219	41
added vol:	19	83	0	1	199	0	0	3	28	1	5	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	511	58	19	801	123	136	192	47	11	224	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	511	58	19	801	123	136	192	47	11	224	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	511	58	19	801	123	136	192	47	11	224	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	511	58	19	801	123	136	192	47	11	224	42
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.03	0.01	0.22	0.07	0.07	0.05	0.03	0.01	0.07	0.02
Crit Moves:	****			****			****				****	

Uptown Newport
Year 2010 without Project CSCA Analysis
PM Peak Hour

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

Intersection #17 Villa Ave/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Villa 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	2	0	1	1	0	2	0	1	0	2	0	1	0	2	0	1
Volume Module:												
Base vol:	43	114	66	132	124	149	90	872	27	86	486	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	156	94	915	28	90	510	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	156	94	915	28	90	510	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	119	69	138	130	156	94	915	28	90	510	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	119	69	138	130	156	94	915	28	90	510	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	119	69	138	130	156	94	915	28	90	510	82
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Lanes:	1.00	1.00	1.00	1.00	0.90	1.54	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	1900	1900	1900	1900	3384	916	1900	3800	1900	1900	3195	575
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.04	0.08	0.11	0.17	0.05	0.27	0.09	0.05	0.16	0.14
Crit Moves:	****				****			****			****	

Uptown Report
Year 2013 Without Project - CEQA Analysis
PM Peak Hour

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

Intersection #18 Teller Ave/Blvd St

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: B[11.6]

Street Name:	Teller Avenue						Lynch 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	0	0 1	0 1	0
Volume Module:												
Base Vol:	16	20	62	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	62	32	2	46	43	258	7	4	143	8
Added Vol:	0	0	0	0	0	0	0	0	0	12	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	20	62	32	2	46	43	258	7	16	147	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	62	32	2	46	43	258	7	16	147	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	20	62	32	2	46	43	258	7	16	147	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.9	7.1	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:	456	537	134	409	535	58	711	xxxx	xxxxx	267	xxxx	xxxxx
Potent Cap.:	552	454	887	532	454	974	1498	xxxx	xxxxx	1333	xxxx	xxxxx
Move Cap.:	452	434	887	469	434	974	1498	xxxx	xxxxx	1333	xxxx	xxxxx
Volume/Cap:	0.04	0.05	0.06	0.07	0.00	0.05	0.03	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95%Q:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	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	887	xxxxx	487	xxxx	974	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	0.1	xxxx	0.2	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.6	xxxxx	13.3	xxxx	9.1	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	A	*	*	*	A	*	*
ApproachDel:	11.6			10.9			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Uptown Report
Year 2013 Without Project - CEQA Analysis
PM Peak Hour

Level Of Service Computation Report
ICU (Cycle Length at Capacity Method (Future Volume Alternative)

Intersection #19 Jamboree Rd/Main St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.031
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: F

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			Ignore			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:	550	2565	488	395	2202	199	495	1196	744	570	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:	578	2693	512	415	2312	209	519	1256	781	598	379	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:	578	2693	512	415	2312	209	519	1256	781	598	379	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:	578	2693	0	415	2312	209	519	1256	0	598	379	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	578	2693	0	415	2312	209	519	1256	0	598	379	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:	578	2693	0	415	2312	209	519	1256	0	598	379	0
Crit Adj Vol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.42	0.00	0.13	0.36	0.13	0.16	0.26	0.00	0.18	0.08	0.00
Crit Moves:						0.00						
Cycle Adjust:	****			****			****			****		

Uptown Newport
Year 2010 without Project - CEQA Analysis
PM Peak Hour

Level Of Service Computation Report
ICU 1(Less as Cycle Length Method Volume Alternative)

Intersection #20 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	E

Street Name:	Jamboree Rd						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			Overlap			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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3511	950	0	2916	1162	0	0	0	784	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	3571	952	0	2983	1162	0	0	0	788	0	229
Added Vol:	0	79	0	0	22	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3650	952	0	2715	1162	0	0	0	780	0	229
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	3650	0	0	2715	0	0	0	0	780	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3650	0	0	2715	0	0	0	0	780	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
Final Vol.:	0	3650	0	0	2715	0	0	0	0	780	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	3.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	5100	1700	0	5100	1700	0	0	0	0	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.72	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.46	0.00	0.00
Crit Moves:		****			****					****		

Uptown Newport
Year 2010 without Project - CEQA Analysis
PM Peak Hour

Level Of Service Computation Report
ICU 1(Less as Cycle Length Method Volume Alternative)

Intersection #20 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	E

Street Name:	Jamboree Road						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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3876	1070	0	2666	940	1575	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	3969	1119	0	2797	987	1653	0	1065	0	0	0
Added Vol:	0	10	7	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3994	1126	0	3041	987	1653	0	1065	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	3994	0	0	3041	0	1653	0	1065	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3994	0	0	3041	0	1653	0	1065	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
Final Vol.:	0	3994	0	0	3041	0	1653	0	1065	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	6811	1700	0	6811	1700	3400	0	3400	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.00	0.00	0.45	0.00	0.25	0.00	0.31	0.00	0.00	0.00
Crit Moves:	****				****		****					

Uptown Kingsport
Year 2018 without Project - HCQA Analysis
PM Peak Hour

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

Intersection #22 Jamboree Rd/Nicholson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.147
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road				Nicholson 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 1 0 1		2 0 1 0 1		2 0 2 0 1		2 0 2 0 1	
Volume Module:								
Base Vol:	80 2196	556	1187 2329	731	1353 377	170	303 261	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:	84 2304	583	1246 2445	767	1421 396	178	318 274	726
Added Vol:	0 27	0	0 44	0	0 0	0	0 0	0
PasserByVol:	0 0	0	0 0	0	0 0	0	0 0	0
Initial Fut:	84 2331	583	1246 2489	767	1421 396	178	318 274	726
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Volume:	84 2331	583	1246 2489	767	1421 396	178	318 274	726
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	84 2331	583	1246 2489	767	1421 396	178	318 274	726
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Final Volume:	84 2331	583	1246 2489	767	1421 396	178	318 274	726
Saturation Flow Module:								
Sat/Lane:	1800 1800	1800	1800 1800	1800	1800 1800	1800	1800 1800	1800
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 3.00	1.00	1.00 3.00	1.00	2.00 2.00	1.00	2.00 2.00	1.00
Final Sat.:	1908 6359	1908	1908 6359	1908	3816 3816	1908	3816 3816	1908
Capacity Analysis Module:								
Vol/Sat:	0.04 0.37	0.31	0.65 0.39	0.40	0.37 0.10	0.09	0.08 0.07	0.38
Crit Moves:	****		****		****		****	

Uptown Kingsport
Year 2018 without Project - HCQA Analysis
PM Peak Hour

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

Intersection #23 Jamboree Rd/Dupont Dr

Cycle (sec):	80	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	8	Average Delay (sec/veh):	******
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 1 0 1		1 0 1 0 1		1 0 1 0 1		1 0 1 0 1	
Volume Module:								
Base Vol:	39 2357	39	182 2069	209	192	55	240	39	33	32
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 2475	40	191 2172	219	202	57	252	41	34	34
Added Vol:	0 27	0	0 44	0	0 0	0	0	0	0	0
PasserByVol:	0 0	0	0 0	0	0 0	0	0	0	0	0
Initial Fut:	40 2502	40	191 2216	219	202	57	252	41	34	34
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Adj:	1.00 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 2502	40	191 2216	219	202	57	252	41	34	34
Reduct Vol:	0 0	0	0 0	0	0 0	0	0	0	0	0
Reduced Vol:	40 2502	40	191 2216	219	202	57	252	41	34	34
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Final Volume:	40 2502	40	191 2216	219	202	57	252	41	34	34
Saturation Flow Module:								
Sat/Lane:	1800 1800	1800	1800 1800	1800	1800 1800	1800	1800 1800	1800
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 3.00	1.00	1.00 3.00	1.00	2.00 2.00	1.00	2.00 2.00	1.00
Final Sat.:	1908 6359	1908	1908 5359	1908	3816 3816	1908	3816 3816	1908
Capacity Analysis Module:								
Vol/Sat:	0.02 0.39	0.02	0.10 0.41	0.10	0.05 0.01	0.06	0.01 0.01	0.02
Crit Moves:	****		****		****		****	

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

Level Of Service Computation Report
2000 Highway Capacity Manual (Future Volume Alternative)

Intersection #24 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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	2	1	0	2	0	2	1	0	2	0	2	0	2	0	2	1

Volume Module:

Base Vol:	112	1631	435	369	1761	183	395	512	250	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	1713	457	388	1849	192	415	537	263	161	391	268
Added Vol:	0	22	0	0	115	0	0	0	0	0	0	0
PMT Adj:	0	22	0	0	44	0	0	0	0	0	0	0
Initial Fut:	117	2161	457	388	2008	192	415	537	263	161	391	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	2161	457	388	2008	192	415	537	263	161	391	268
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	2161	457	388	2008	192	415	537	263	161	391	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	2161	457	388	2008	192	415	537	263	161	391	268

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	3.00	0.67	0.90	3.74	0.36	0.80	2.00	1.00	2.00	2.00	1.00
Final Sat.:	600	5817	1183	1620	6730	656	1440	3600	1800	3600	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.20	0.38	0.38	0.24	0.30	0.29	0.29	0.15	0.15	0.04	0.11	0.15
Crit Moves:	****			****			****					****

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

Level Of Service Computation Report
2000 Highway Capacity Manual (Future Volume Alternative)

Intersection #16 Jamboree Rd/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

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:	1	0	1	1	0	1	0	2	0	1	0	2	0	1	0	2	0	1

Volume Module:

Base Vol:	141	1664	1	1	1816	198	420	0	152	1	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	1747	1	1	2007	207	441	0	161	0	0	0
Added Vol:	0	40	0	0	99	16	19	0	0	1	0	0
PMT Adj:	0	22	0	0	44	0	0	0	1	0	0	0
Initial Fut:	148	2109	1	1	2147	223	460	0	162	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:	148	2109	1	1	2147	223	460	0	162	0	0	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	2109	1	1	2147	223	460	0	162	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:	148	2109	1	1	2147	223	460	0	162	0	0	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.99	0.01	1.00	1.00	1.00	2.11	1.00	1.00	0.00	1.00	0.00
Final Sat.:	1800	5987	3	1800	5100	1800	3800	0	1800	0	1800	0

Capacity Analysis Module:

Vol/Sat:	0.08	0.21	0.21	0.11	0.42	0.00	0.14	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Uptown Newport
Year 2010 without Project - CEQA Analysis
PM Peak Hour

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

Intersection #28 Canoree Rd/Bristol Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 5 Average Delay (sec/veh): ******
Optimal Cycle: 44 Level Of Service: C

Street Name:	Canoree 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	0	1	1	0	1
Volume Module:												
Base Vol:	17	1884	25	201	1994	3	65	25	106	25	10	288
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	1978	27	211	2094	3	68	26	106	26	10	288
Added Vol:	0	50	0	0	99	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	2028	27	211	2193	3	68	26	106	26	10	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2028	27	211	2193	3	68	26	106	26	10	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	2028	27	211	2193	3	68	26	106	26	10	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	2028	27	211	2193	3	68	26	106	26	10	288
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	4.00	1.00	1.00	0.20	0.80	1.00	1.00	1.00
Final Sat.:	1700	5333	67	1700	7200	1700	1700	337	1363	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.40	0.12	0.30	0.00	0.04	0.08	0.08	0.02	0.02	0.17
Crit Moves:	****			****			****					****

Uptown Newport
Year 2010 without Project - CEQA Analysis
PM Peak Hour

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

Intersection #27 Canoree Rd/Bristol St N

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 0 Average Delay (sec/veh): ******
Optimal Cycle: 32 Level Of Service: A

Street Name:	Canoree 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:	0	0	1	1	0	0	2	1	1	0	0	1
Volume Module:												
Base Vol:	0	941	836	0	819	0	0	0	0	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	1000	836	0	870	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	292	0	0	0	0	0	0	0
Committed B:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1000	836	0	1162	0	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:	0	1000	836	0	1162	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1000	836	0	1162	0	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:	0	1000	836	0	1162	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.54	1.26	0.00	2.00	1.29	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0000	2766	2013	0	4018	1992	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.42	0.00	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Uptown Newport
Year 2018 Without Project - CSCA Analysis
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length 5) Method (Future Volume Alternative)

Intersection #28 Tamarack Rd./Bristol St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Tamarack 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	0	1	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	1816	136	0	1186	0	702	512	857	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	1927	145	0	1257	0	779	502	857	0	0	0
Added Vol:	0	291	0	0	191	0	4	0	0	0	0	0
Commitment P:	0	179	0	0	91	0	27	28	117	0	0	0
Initial Fut:	0	2327	145	0	1514	0	813	576	1314	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	2327	145	0	1514	0	813	576	1314	0	0	0
Reduct. Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2327	145	0	1514	0	813	576	1314	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2327	145	0	1514	0	813	576	1314	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3527	273	0	4800	0	1814	1886	3600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.66	0.53	0.00	0.32	0.00	0.45	0.30	0.36	0.00	0.00	0.00
Crit Moves:		****			****				****			

Uptown Newport
Year 2018 Without Project - CSCA Analysis
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length 5) Method (Future Volume Alternative)

Intersection #29 Jamboree Rd./Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.850
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	0	1	0	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	40	1652	38	83	1838	58	54	0	15	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:	43	1771	38	89	1967	62	54	0	15	39	0	86
Added Vol:	0	231	0	0	232	0	0	0	0	0	0	0
Commitment P:	0	93	0	0	93	0	4	0	10	0	0	0
Initial Fut:	43	2095	38	89	2152	62	58	0	25	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:	43	2095	38	89	2152	62	58	0	25	39	0	86
Reduct. Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2095	38	89	2152	62	58	0	25	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
Final Volume:	43	2095	38	89	2152	62	58	0	25	39	0	86
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	4.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1800	6200	112	1800	8400	1800	3600	0	1800	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.05	0.34	0.04	0.02	0.00	0.02	0.02	0.00	0.05
Crit Moves:		****			****			****				

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

Level Of Service Computation Report
TCS 1(Ticks as Cycle Length 5) Method (Future Volume Alternative)

Intersection #30 Camborne Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Camborne 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		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 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		2 0 2 0 1		1 1 0 0 1		1 1 1 0 1	
Volume Module:								
Base Vol:	37 1483	240	115 1392	356	216	66	12	292 142
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00 1.00
Initial Bse:	40 1556	252	121 1461	380	216	66	12	292 142
Added Vol:	0 201	49	0 282	0	0	0	0	74 0
Committed Z:	0 160	0	0 160	0	0	0	0	0 0
Initial Fut:	40 1921	310	165 1929	380	216	66	12	366 142
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00 1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00 1.00
PHF Volume:	40 1921	310	165 1929	380	216	66	12	366 142
Reduct Vol:	0 0	0	0 0	0	0	0	0	0 0
Reduced Vol:	40 1921	310	165 1929	380	216	66	12	366 142
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00 1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00 1.00
Final Volume:	40 1921	310	165 1929	380	216	66	12	366 142
Saturation Flow Module:								
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600	1600	1600	1600 1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00 1.00
Lanes:	1.00 2.00	1.00	2.00 2.00	1.00	1.00	1.00	1.00	1.00 1.00
Final Sat.:	1600 3200	1600	3200 3200	1600	1600	1600	1600	1600 1600
Capacity Analysis Module:								
Vol/Sat:	0.02 0.60	0.19	0.05 0.60	0.24	0.09	0.09	0.01	0.23 0.09
Crit Moves:	****		****		****		****	

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

Level Of Service Computation Report
TCS 1(Ticks as Cycle Length 5) Method (Future Volume Alternative)

Intersection #31 Carlson Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.966
Loss Time (sec):	8	Average Delay (sec/veh):	******
Optimal Cycle:	90	Level Of Service:	F

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		Include		Include		Include	
Min. Green:	0 0 0		0 0 0		0 0 0		0 0 0	
Y+R:	4.0 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 0 1		0 0 1 0 1		0 0 2 0 1		1 0 2 0 1	
Volume Module:								
Base Vol:	90 96	34	139 139	489	525	1139	287	276 730
Growth Adj:	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	35	145 145	473	547	1191	435	287 760
Added Vol:	0 0	0	0 0	0	0	0	0	0 0
PasserByVol:	0 0	0	0 0	0	0	0	0	0 0
Initial Fut:	94 82	35	145 145	473	547	1191	435	287 760
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00 1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	0.95	1.00	1.00	1.00	1.00 1.00
PHF Volume:	94 82	35	145 145	0	547	1191	435	287 760
Reduct Vol:	0 0	0	0 0	0	0	0	0	0 0
Reduced Vol:	94 82	35	145 145	0	547	1191	435	287 760
PCE Adj:	1.00 1.00	1.00	1.00 1.00	0.95	1.00	1.00	1.00	1.00 1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	0.95	1.00	1.00	1.00	1.00 1.00
Final Volume:	94 82	35	145 145	0	547	1191	435	287 760
Saturation Flow Module:								
Sat/Lane:	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
Lanes:	0.00 0.00	1.00	2.00 1.00	1.00	2.00	2.00	1.00	1.00 2.00
Final Sat.:	0400 0400	1600	3400 1700	1700	3400	3400	1700	1700 3400
Capacity Analysis Module:								
Vol/Sat:	0.02 0.02	0.02	0.04 0.09	0.00	0.16	0.35	0.26	0.17 0.22
Crit Moves:		****		****		****		****

Jitown Newport
Year 2018 without Project - CEQA Analysis
PM Peak Hour

Level Of Service Computation Report
TCU 2 (Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Carson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	D

Street Name:	Carson 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	1	0	1

Volume Module:

Base Vol:	0	0	0	161	0	170	938	1056	0	0	499	191
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	196	984	1108	0	0	524	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:	0	0	0	190	0	196	984	1108	0	0	524	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	196	984	1108	0	0	524	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	190	0	196	984	1108	0	0	524	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	196	984	1108	0	0	524	197

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.33
Final Sat.:	0	0	0	1900	0	1900	1900	1900	0	0	1900	551

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.52	0.58	0.00	0.00	0.28	0.36
Crit Move:				****			****			****		

Uptown Newport
Year 2018 with Project - CEQA Analysis
PM Peak Hour

Level Of Service Computation Report
TCU 2 (Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #33 Bristol Ave/Mission 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						Mission 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	1	1	0	1	2	0	2	0	2	1

Volume Module:

Base Vol:	75	936	30	346	577	275	447	951	121	88	352	190
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:	79	983	32	363	606	289	469	998	127	88	410	199
Added Vol:	0	0	0	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	983	32	363	606	289	469	998	127	88	410	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	983	32	363	606	289	469	998	0	88	410	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	983	32	363	606	289	469	998	0	88	410	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	983	32	363	606	289	469	998	0	88	410	199

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.20	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1900	2061	339	1900	3800	1900	3800	3800	1900	1900	3514	1084

Capacity Analysis Module:

Vol/Sat:	0.05	0.48	0.09	0.19	0.16	0.15	0.12	0.26	0.00	0.05	0.12	0.18
Crit Move:		****		****			****			****		

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

Level Of Service Computation Report
100 (Lines as Cycle Length Of Method (Future Volume Alternative)

Intersection #36 Campus Dr/Irvine Ave N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Campus Drive						Existed 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	1	3	0	0	0	0	0	4	0	0	2
Volume Module:												
Base Vol:	478	657	0	0	755	763	0	0	0	255	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	657	0	0	755	763	0	0	0	255	1956	106
Added Vol:	0	110	0	0	158	27	0	0	0	1	12	0
Addl Prod Vol:	0	0	0	0	2	2	0	0	0	2	22	0
Initial Fut:	478	767	0	0	955	793	0	0	0	258	2008	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	767	0	0	955	793	0	0	0	258	2008	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	767	0	0	955	793	0	0	0	258	2008	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	478	767	0	0	955	793	0	0	0	258	2008	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	1.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	1.00	3.80	0.20
Final Sat.:	3200	1900	0	0	1600	3200	0	0	0	1600	6079	321
Capacity Analysis Module:												
Vol/Sat:	0.15	0.40	0.00	0.00	0.60	0.25	0.00	0.00	0.00	0.16	0.33	0.33
Crit Moves:	****					****					****	

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

Level Of Service Computation Report
100 (Lines as Cycle Length Of Method (Future Volume Alternative)

Intersection #35 Birch St/Existed St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Birch Street						Existed 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	2	0	0	0	0	0	0
Volume Module:												
Base Vol:	156	285	0	0	454	555	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	454	555	0	0	0	417	1475	137
Added Vol:	0	13	0	0	0	9	0	0	0	0	7	0
Addl Prod Vol:	37	38	0	0	20	6	0	0	0	31	4	0
Initial Fut:	193	336	0	0	474	569	0	0	0	448	1486	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	336	0	0	474	569	0	0	0	448	1486	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	336	0	0	474	569	0	0	0	448	1486	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	336	0	0	474	569	0	0	0	448	1486	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	1.00	1.63	2.37	0.00	0.00	0.00	1.00	3.73	0.27
Final Sat.:	3200	3200	0	0	2604	3796	0	0	0	1600	5968	432
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.00	0.18	0.15	0.00	0.00	0.00	0.28	0.25	0.32
Crit Moves:	****				****						****	

Uptown Newport
Year 2018 w Uptown Project CEQA Analysis
PM Peak Hour

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

Intersection #22 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.500
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	0	0	0	0	0	1 1	2	0	0 0	0	0
Volume Module:												
Base Vol:	0	550	250	969	850	0	421	930	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	708	247	969	850	0	421	930	538	0	0	0
Added Vol:	0	45	3	0	100	0	43	11	0	0	0	0
Committed V:	0	0	0	0	0	0	0	17	1	0	0	0
Initial Fut:	0	753	250	969	1000	0	463	928	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	753	250	969	1000	0	463	928	539	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	753	250	969	1000	0	463	928	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
Final Vol.:	0	753	250	969	1000	0	463	928	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	1.00	1.97	0.03	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2160	4240	2800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.16	0.13	0.21	0.00	0.22	0.22	0.19	0.00	0.00	0.00
Crit Moves:			****	****			****					

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

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

Intersection #22 Bristol St/Bristol St S

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	A

Street Name:	Bristol Street						Bristol Street (no P					
Approach:	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	0	1	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	230	242	207	587	0	127	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	207	587	0	127	996	124	0	0	0
Added Vol:	0	0	0	0	0	0	71	0	0	0	0	0
Committed V:	0	74	77	0	41	0	0	7	15	0	0	0
Initial Fut:	0	304	319	207	628	0	198	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	207	628	0	198	1003	139	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	304	319	207	628	0	198	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
Final Vol.:	0	304	319	207	628	0	198	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	1.22	3.63	0.37	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1950	5810	590	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.06	0.19	0.00	0.10	0.17	0.24	0.00	0.00	0.00
Crit Moves:		****		****					****			

Uptown Newport
Year 2018 Without Project - CEQA Analysis
PM Peak Hour

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

Intersection #28 Bayview Ln/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Bayview Lane						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	0	0	0	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	4	0	0	0	0
Committed V:	0	0	12	0	0	0	0	56	0	0	0	0
Initial Fut:	0	0	262	0	0	0	0	2674	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	262	0	0	0	0	2674	101	0	0	0
Reduct vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	262	0	0	0	0	2674	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
Final Vol.:	0	0	262	0	0	0	0	2674	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	0.00	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
Year 2018 without Project - CEQA Analysis
PM Peak Hour

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

Intersection #35 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.116
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	51	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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base vol:	46	862	143	0	1169	166	59	89	174	464	173	18
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	923	153	0	1245	177	59	89	174	464	173	18
added Vol:	0	79	0	0	160	0	0	0	0	0	0	0
Committed V:	0	7	16	0	2	0	0	0	0	37	0	0
Initial Fut:	49	965	169	0	1405	177	59	89	174	501	173	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:	49	965	169	0	1405	177	59	89	174	501	173	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	965	169	0	1405	177	59	89	174	501	173	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	49	965	169	0	1405	177	59	89	174	501	173	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	0.00	3.00	1.00	1.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1600	4800	1600	0	4800	1600	1600	1600	1600	3200	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.11	0.00	0.29	0.11	0.04	0.06	0.07	0.16	0.10	0.02
Crit Moves:	****				****				****		****	

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

Level Of Service Computation Report
ICU 1(Less of Cycle Length 1) Method (Future Volume Alternative)

Intersection #20 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.030
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	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
Control:	Protected				Protected				Protected			Protected
Rights:	Include				Include				Ovl Phs			Include
Min. Green:	0	0	0		0	0	0		0	0	0	0 0 0
Y+R:	4.0	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	2	0	2	1	1	0 2 0 1
Volume Module:												
Base Vol:	184	1472	254		75	980		75	301	501	112	238 592 110
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	1546	267		79	1029		79	316	526	118	250 622 116
Added Vol:	0	41	0		0	76		0	0	0	0	0 0 0
PasserByVol:	0	0	0		0	0		0	0	0	0	0 0 0
Initial Fut:	192	1587	267		79	1105		79	316	526	118	250 622 116
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00 1.00 1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00 1.00 1.00
PHF Volume:	192	1587	267		79	1105		79	316	526	118	250 622 116
Reduction Vol:	0	0	0		0	0		0	0	0	0	0 0 0
Reduced Vol:	192	1587	267		79	1105		79	316	526	118	250 622 116
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00 1.00 1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00 1.00 1.00
Final Volume:	192	1587	267		79	1105		79	316	526	118	250 622 116
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	2.48	0.52		1.00	2.00		1.00	2.00	1.00	1.00	2.00 1.00
Final Sat.:	1792	6921	1116		1792	3584		1792	3584	1792	1792	3584 1792
Capacity Analysis Module:												
Vol/Sat.:	0.11	0.23	0.23		0.04	0.31		0.04	0.09	0.29	0.07	0.07 0.17 0.06
Crit Moves:												

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

Level Of Service Computation Report
ICU 1(Less of Cycle Length 1) Method (Future Volume Alternative)

Intersection #21 Rose Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.366
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

Street Name:	Rose Road					University Drive						
Approach:	North Bound				South Bound				East Bound			West Bound
Movement:	L	-	T	-	R	L	-	T	-	R	L	- T - R
Control:	Split Phase					Split Phase			Protected			Protected
Rights:	Include					Include			Include			Include
Min. Green:	0	0	0			0	0	0	0	0	0	0 0 0
Y+R:	4.0	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	1 0 2 0 0
Volume Module:												
Base Vol:	148	0	198		0	0		0	0	1955	57	133 1073 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:	155	0	207		0	0		0	0	2044	60	139 1126 0
Added Vol:	0	0	0		0	0		0	0	45	0	0 74 0
PasserByVol:	0	0	0		0	0		0	0	0	0	0 0 0
Initial Fut:	155	0	207		0	0		0	0	2089	60	139 1167 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:	155	0	207		0	0		0	0	2089	60	139 1167 0
Reduction Vol:	0	0	0		0	0		0	0	0	0	0 0 0
Reduced Vol:	155	0	207		0	0		0	0	2089	60	139 1167 0
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00 1.00 1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00 1.00 1.00
Final Volume:	155	0	207		0	0		0	0	2089	60	139 1167 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	0.61	0.04	0.08 0.34 0.00
Crit Moves:												

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                          Uptown Newport
                 Year 2010 Without Project - CEQA Analysis
                              PM Peak Hour
          ..................................................................

                     Level Of Service Computation Report
          2000 HCM Unsignalized Method (Future Volume Alternative)
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Intersection #42 California Ave/University Dr
*****************************************************************************
Cycle (sec):          100                 Critical Vol./Cap.(X):        0.094
Loss Time (sec):        5                 Average Delay (sec/veh):      xxxxx
Optimal Cycle:         27                 Level Of Service:                 F
*****************************************************************************
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      2  0  2  0  0     0  0  1  0  1     2  0  2  0  0
----------------------------------------------------------------------------
Volume Module:
Base Vol:       287    0   771     0    0    0     0 1196   59    88 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:    302    0   809     0    0    0     0 1257   62    92 1198    0
Added Vol:        0    0     0     0    0    0     0   45    0     0   71    0
PasserByVol:      0    0     0     0    0    0     0    0    0     0    0    0
Initial Fut:    302    0   809     0    0    0     0 1302   62    92 1269    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:     302    0   809     0    0    0     0 1302   62    92 1269    0
Reduct Vol:       0    0     0     0    0    0     0    0    0     0    0    0
Reduced Vol:    302    0   809     0    0    0     0 1302   62    92 1269    0
PCE Adj:       1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:       1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Volume:   302    0   809     0    0    0     0 1302   62    92 1269    0
----------------------------------------------------------------------------
Saturation Flow Module:
Sat/Lane:      1800 1800  1800  1800 1800 1800  1800 1800 1800  1800 1800 1800
Adjustment:    1.00 1.00  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 2.00 1.00  2.00 2.00 0.00
Final Sat.:    1800    0  1800     0    0    0     0 3600 1800  3600 3600    0
----------------------------------------------------------------------------
Capacity Analysis Module:
Vol/Sat:        0.17 0.00  0.45  0.00 0.00 0.00  0.00 0.36 0.03  0.03 0.35 0.00
Crit Moves:                ****                     ****           ****
*****************************************************************************
```



```
CEQA 2010 - w/o Uptown 2M Wed Feb 22, 2012 11:31:13                    Page 40-2
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                          Uptown Newport
                 Year 2010 Without Project - CEQA Analysis
                              PM Peak Hour
          ..................................................................

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

Intersection #43 Birch Dr
*****************************************************************************
Average Delay (sec/veh):      2.4        Worst Case Level Of Service: B( 11.5)
*****************************************************************************
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     0  0  1  1  0     1  0  2  0  0
----------------------------------------------------------------------------
Volume Module:
Base Vol:         38    0    45     0    1    6     6  812   25    18   93    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:      38    0    45     0    1    6     6  812   25    18   93    0
Added Vol:         0    0     0     0    0    0     0   10    0     0   15    0
PasserByVol:       0    0     0     0    0    0     0    0    0     0    0    0
Initial Fut:      38    0    45     0    1    6     6  822   25    18   98    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:       38    0    45     0    1    6     6  822   25    18   98    0
Reduce Vol:        0    0     0     0    0    0     0    0    0     0    0    0
Reduced Vol:      38    0    45     0    1    6     6  822   25    18   98    0
PCE Adj:       1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:       1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Volume:     38    0    45     0    1    6     6  822   25    18   98    0
----------------------------------------------------------------------------
Critical Gap Module:
Critical Gap:   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:    815  967   173  xxxx xxxx xxxxx  xxxx xxxx xxxxx   345 xxxx xxxxx
Potent Cap.:    308  257   847  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1215 xxxx xxxxx
Move Cap.:      281  235   847  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1215 xxxx xxxxx
Volume/Cap:    0.14 0.22  0.05  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  xxxx
----------------------------------------------------------------------------
Level Of Service Module:
LnGrpDelay:    xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   8.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.0 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:   xxxx  663 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  3.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 11.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:       *    B     *     *    *     *     *    *     *     *    *     *
ApproachDel:       11.5          xxxxxx          xxxxxx          xxxxxx
ApproachLOS:        B                 *               *               *
*****************************************************************************
Note: Queue reported is the number of cars per lane.
*****************************************************************************
```

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

B-6 – 2018 CUMULATIVE CONDITIONS WITH PHASE 1

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour - TCD

Scenario Report

Scenario:	CEQA 2018 - w/Ph 1 AM TCD
Command:	CEQA 10.6 - w/Ph 1 AM TCD
Volume:	2018 Ex+Commit - Ph 1 AM
Geometry:	Planned TCD
Impact Fee:	Default Impact Fee
Trip Generation:	Cmb-Hall+Ph 1 AM
Trip Distribution:	Gravity w/ Trajec
Paths:	Phase 1 Uptown
Routes:	Default Route
Configuration:	.CC

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour - TCD

Trip Generation Report

Forecast for Cumulative AM

Zone #	Scheme	Factor	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
202	Yangzor Cons	1.00	Residential	272.00	932.00	272	932	1204	6.4
	Zone 202 Subtotal					272	932	1204	6.4
235	Fanning Ranc	1.00	Housing Reach	286.00	281.00	136	681	817	4.7
	Zone 235 Subtotal					136	681	817	4.4
301	Irvine 13,15	1.00	Irvine Approve	93.00	978.00	95	978	1073	5.7
	Zone 301 Subtotal					95	978	1073	5.4
302	Irvine 11,16	1.00	Irvine Approve	44.00	474.00	144	374	518	2.8
	Zone 302 Subtotal					144	374	518	2.8
303	Irvine 10,12	1.00	Irvine Approve	957.00	81.00	261	85	346	2.7
	Zone 303 Subtotal					261	85	346	2.7
304	Irvine 14,28	1.00	Irvine Approve	5421.00	2009.00	6031	2009	8040	43
	Zone 304 Subtotal					6031	2009	8040	43.8
TOTAL						7035	6059	13094	96.7

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour - TCU

Trip Generation Report

Forecast for Koll Project #2

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Koll Center	1.00	Koll	24.00	86.00	24	86	110	0.9
	Zone 101 Subtotal					24	86	110	0.9
TOTAL						24	86	110	0.9

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour - TCU

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	200.00	76	280	356	2.9
	Zone 100 Subtotal					76	200	356	2.9
103	Existing Com	1.00	Office/Industr	-33.00	4.00	-33	-4	-37	-0.3
	Zone 103 Subtotal					-33	-4	37	0.3
TOTAL						43	276	319	2.5

Uptown Newport
Year 2010 - Phase 1 - CEQA Analysis
AM Peak Hour - 100

Turning Movement Report
Cumulative AM + Full Project AM + Uptown Phase 1 AM

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 MacArthur Blvd/Main St													
Base	322	350	1366	391	841	135	87	575	301	177	624	210	6379
Added	0	49	0	0	12	0	1	0	0	0	0	0	59
Total	322	1001	1366	391	853	135	87	575	301	177	624	210	6438
#2 MacArthur Blvd/I-405 SB Ramps													
Base	0	2500	131	203	1065	0	0	0	0	954	0	679	5511
Added	0	45	69	0	12	0	0	0	0	0	0	0	110
Total	0	2545	202	203	1077	0	0	0	0	954	0	679	5621
#3 MacArthur Blvd/I-405 NB Ramps													
Base	0	1295	307	105	1273	516	0	0	0	1008	301	1300	6510
Added	0	98	0	0	12	0	0	0	0	14	0	0	124
Total	0	1393	307	105	1285	516	0	0	0	1022	301	1300	6640
#4 MacArthur Blvd/Michelson Dr													
Base	255	1290	245	302	1037	0	306	165	47	128	120	321	5269
Added	0	98	0	0	25	0	0	0	0	0	0	0	123
Total	255	1388	245	302	1062	0	306	165	47	128	120	321	5392
#5 MacArthur Blvd/Campus Dr													
Base	84	1170	121	281	1038	398	418	822	105	101	555	179	5167
Added	0	140	0	1	39	0	0	0	0	0	0	6	185
Commit	0	21	0	0	53	0	0	1	0	0	0	0	72
Total	84	1331	121	282	1116	398	418	823	105	101	555	185	5424
#6 MacArthur Blvd/Birch St													
Base	38	729	62	66	653	315	113	936	37	36	137	38	2603
Added	0	128	0	2	69	0	0	1	0	0	18	17	234
Commit	1	17	3	3	41	13	3	3	0	0	10	0	91
Total	39	874	65	68	761	328	116	941	37	36	165	55	2928
#7 MacArthur Blvd/Von Karman Ave													
Base	105	720	723	63	235	82	95	88	91	83	153	11	2539
Added	0	129	119	0	63	0	0	2	0	103	6	0	404
Commit	0	33	1	6	46	0	0	0	0	1	2	0	89
Total	105	882	842	69	344	82	95	90	91	187	159	11	2949
#8 MacArthur Blvd/Jamboree Rd													
Base	168	1377	539	77	311	137	401	996	173	369	690	195	5418
Added	0	195	73	0	114	16	31	285	0	91	270	22	1054
Commit	1	18	1	3	38	12	16	27	0	0	66	0	182
Total	169	1590	613	80	463	165	448	1308	173	460	996	230	6652

Uptown Newport
Year 2010 - Phase 1 - CEQA Analysis
AM Peak Hour - 100

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#9 MacArthur Blvd/Fairchild Rd													
Base	1	2603	279	296	835	0	0	0	0	31	0	22	4061
Added	0	103	0	0	76	0	0	0	0	10	0	0	190
Total	1	2706	279	296	911	0	0	0	0	41	0	22	4251
#10 MacArthur Blvd NB/University Dr													
Base	57	0	930	0	0	0	0	1105	107	343	865	0	3407
Added	1	0	0	0	0	0	0	95	0	0	22	0	80
Total	58	0	930	0	0	0	0	1160	107	343	887	0	3487
#11 MacArthur Blvd SB/University Dr													
Base	0	0	41	0	0	0	0	1192	50	395	461	0	2019
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	0	0	41	0	0	0	0	1267	50	395	483	0	2107
#12 Von Karman Ave/Main St													
Base	144	430	92	96	1168	316	312	523	284	362	1337	136	5199
Added	0	20	0	0	53	0	0	0	0	0	0	0	73
Total	144	450	92	96	1221	316	312	523	284	362	1337	136	5272
#13 Von Karman Ave/Michelson Dr													
Base	30	945	76	135	714	146	177	185	43	216	551	478	3698
Added	0	19	0	0	3	0	0	0	0	0	0	0	22
Total	30	964	76	135	717	146	177	185	43	216	551	478	3720
#14 Von Karman Ave/Dupont Dr													
Base	89	1047	42	62	701	41	4	76	53	93	154	39	2242
Added	0	18	0	0	3	0	0	0	0	0	0	0	21
Total	89	1065	42	62	704	41	4	76	53	93	154	39	2263
#15 Von Karman Ave/Campus Dr													
Base	20	996	65	56	457	125	253	473	44	133	533	125	3114
Added	0	4	0	0	0	0	0	1	0	0	0	21	26
Commit	0	1	2	0	2	0	0	0	0	0	3	0	8
Total	20	981	67	61	459	125	253	474	44	133	536	137	3150
#16 Von Karman Ave/Birch St													
Base	19	951	31	47	305	123	35	179	28	39	151	19	1934
Added	17	117	1	41	26	2	0	-3	8	0	15	7	226
Total	36	1068	32	90	330	123	35	176	36	39	166	26	2160
#17 Jeffer Ave/Campus Dr													
Base	0	62	24	26	135	36	113	379	65	67	307	215	1632
Added	0	0	0	0	0	0	0	0	0	0	20	0	20
Total	0	62	24	26	135	36	113	384	65	67	327	215	1652

Optimum Blueprint
Year 2018 - Phase 1 - CROA Analysis
AM Peak Hour - 100

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#18 Trilby Ave/Birch St													
Base	2	1	5	31	9	18	99	101	16	65	213	26	587
Added	0	0	13	0	0	0	0	1	3	6	0	0	23
Total	2	1	18	31	9	18	99	102	19	71	213	26	610
#19 Tomorrow Rd/Main St													
Base	478	1722	303	466	1921	544	145	299	272	735	765	109	8546
Added	0	50	0	0	12	0	0	0	0	-2	0	0	50
Total	478	1768	303	466	1933	544	145	299	272	733	765	109	8592
#20 Yankees Rd/I-405 NB Ramps													
Base	0	1352	653	0	1457	1776	0	0	0	1516	0	940	8211
Added	0	37	31	0	10	0	0	0	0	12	0	0	85
Total	0	1389	684	0	1467	1776	0	0	0	1528	0	940	8296
#21 Yankees Rd/I-405 SB Ramps													
Base	0	1798	849	0	3152	203	720	0	1728	0	0	0	8556
Added	0	86	55	0	22	0	0	0	2	0	0	0	145
Total	0	1884	904	0	3174	203	720	0	1728	0	0	0	8701
#22 Tomorrow Rd/Nicholson Dr													
Base	169	1331	192	922	2771	110	250	232	94	424	535	641	8053
Added	3	101	0	0	93	0	0	0	0	-2	0	0	192
Total	172	1432	192	922	2864	110	250	232	94	422	535	641	8245
#23 Tomorrow Rd/Tripoli Dr													
Base	234	1614	12	30	2267	455	65	12	39	38	58	112	5081
Added	0	121	0	0	22	0	0	0	0	0	0	0	143
Total	234	1735	12	30	2289	455	65	12	39	38	58	112	5224
#24 Tomorrow Rd/Campus Dr													
Base	133	1587	57	317	1869	152	159	291	63	557	472	210	5792
Added	23	138	14	0	43	0	0	0	0	9	0	0	269
Commit	0	52	0	0	72	0	0	2	1	1	8	0	113
Total	156	1779	71	317	1984	152	159	293	64	566	476	210	6173
#25 Tomorrow Rd/Birch St													
Base	160	1026	1	5	1565	573	143	2	49	0	0	3	4511
Added	0	103	0	0	47	0	17	0	0	0	0	0	267
Commit	0	26	0	0	79	1	0	0	0	0	0	0	107
Total	160	1155	1	5	1691	574	157	2	49	0	0	3	4785
#26 Tomorrow Rd/Fairchild Rd													
Base	8	1714	36	337	1933	13	84	0	98	3	2	312	4550
Added	45	91	0	5	33	11	30	4	184	0	3	1	433
Total	53	1805	36	332	1966	24	114	4	282	3	5	311	4983

Optimum Blueprint
Year 2018 - Phase 1 - CROA Analysis
AM Peak Hour - 100

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#27 Tomorrow Rd/Bristol St S													
Base	547	768	564	3	674	263	0	0	0	0	0	0	2027
Added	0	290	0	0	188	69	0	0	0	0	0	0	548
Commit	99	48	51	2	99	13	0	0	0	0	0	0	312
Total	646	1106	615	5	961	345	0	0	0	0	0	0	3673
#28 Tomorrow Rd/Bristol St													
Base	0	1293	29	0	698	0	606	255	985	0	0	0	3866
Added	0	272	0	0	199	0	34	0	0	0	0	0	474
Commit	0	116	0	0	80	0	0	0	0	0	0	0	196
Total	0	1681	29	0	976	0	640	255	1109	0	0	0	4638
#29 Tomorrow Rd/Bayview Ny													
Base	14	1563	35	91	1651	28	193	0	42	20	0	35	1597
Added	0	272	0	0	139	0	0	0	0	0	0	0	411
Commit	0	30	0	0	76	14	0	0	0	0	0	0	120
Total	23	1865	35	91	1866	42	224	0	42	20	0	35	4135
#30 Tomorrow Rd/University Dr													
Base	96	1335	194	69	1270	271	413	106	55	984	134	167	5353
Added	0	272	73	0	188	0	0	0	0	22	0	0	557
Commit	0	93	0	0	178	0	0	0	0	0	0	0	271
Total	96	1670	267	69	1844	271	413	106	55	1007	134	167	5183
#31 Carlson Ave/Mission Ann Dr													
Base	175	129	151	28	97	237	461	542	52	206	968	91	3336
Added	0	0	0	0	0	0	0	0	0	0	-2	0	-2
Total	175	129	151	28	97	237	461	542	52	206	966	91	3334
#32 Carlson Ave/Campus Dr													
Base	0	0	0	133	0	181	116	496	0	0	866	91	2183
Added	0	0	0	0	0	0	0	14	0	0	2	0	16
Total	0	0	0	133	0	181	116	510	0	0	868	91	2199
#33 Harvard Ave/Nicholson Dr													
Base	131	303	93	134	347	476	146	289	54	138	793	197	3344
Added	0	0	0	0	0	0	0	0	0	0	-2	0	-2
Total	131	303	93	134	347	476	146	289	54	138	791	197	3342
#34 Campus Dr/Bristol St N													
Base	401	1488	0	0	221	102	0	0	0	136	987	197	3533
Added	0	155	0	0	65	35	0	0	0	17	67	0	340
Commit	0	6	0	0	1	0	0	0	0	0	0	0	7
Total	401	1649	0	0	287	137	0	0	0	153	1052	197	3880

Irvine Newport
Year 2018 Phase 1 - CSQA Analysis
AM Peak Hour - ICU

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
433 Bird St/Bristol St N													
Base	68	868	0	0	132	102	0	0	0	952	1171	[illegible]	3876
Added	0	2	0	0	0	12	0	0	0	0	68	0	86
Commit	0	0	0	0	26	0	0	0	0	50	1	0	91
Total	68	868	0	0	158	114	0	0	0	962	1161	[illegible]	3947
434 Campus Dr/Bristol St													
Base	0	918	137	99	274	0	1061	1460	420	0	0	0	4469
Added	0	152	0	0	80	0	18	-9	2	0	0	0	240
Commit	0	4	0	0	1	0	2	10	0	0	0	0	34
Total	0	1072	130	99	337	0	1081	1482	420	0	0	0	4740
437 Birch St/Bristol St S													
Base	0	289	293	178	340	0	692	957	148	0	0	0	2899
Added	0	0	0	0	0	0	2	-1	0	0	0	0	1
Commit	0	16	16	0	78	0	0	2	25	0	0	0	131
Total	0	283	277	178	421	0	695	960	173	0	0	0	2967
438 Bayview Pl/Bristol St													
Base	0	0	83	0	0	0	0	2400	206	0	0	0	2783
Added	0	0	0	0	0	0	0	16	0	0	0	0	16
Commit	0	0	0	0	0	0	0	13	1	0	0	0	53
Total	0	0	83	0	0	0	0	2429	207	0	0	0	2870
439 Irvine Avenue / Mesa Drive													
Base	68	878	326	9	601	22	80	143	8	166	34	7	2437
Added	3	155	0	0	82	0	2	0	0	0	0	0	237
Commit	0	2	58	0	0	0	0	3	1	8	0	0	29
Total	69	1135	384	9	683	22	82	146	9	174	34	7	2699
440 University Dr/Campus Dr													
Base	83	583	324	109	1796	212	158	384	16	37	437	249	4392
Added	0	75	0	0	12	2	14	0	0	0	0	0	112
Total	83	658	324	109	1948	214	172	384	16	37	437	249	4468
441 Mesa Rd/University Dr													
Base	35	0	50	0	0	0	0	841	138	154	1763	0	3059
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	35	0	50	0	0	0	0	1019	138	154	1785	0	3156
442 Cal Terra Ave/University Dr													
Base	69	0	69	0	0	0	0	1151	314	749	1797	0	3857
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	69	0	69	0	0	0	0	1129	314	749	1819	0	3954

Irvine Newport
Year 2018 - Phase 1 - CSQA Analysis
AM Peak Hour - ICU

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
443 Bird Dwy													
Base	0	14	0	0	0	0	41	71	65	335	0	455
Added	-1	0	1	0	0	0	0	17	0	0	0	0	5
Total	0	0	14	0	0	0	0	57	15	[illegible]	335	0	464
4234 Prop Dwy on Jamboree Rd (Right-in / Right-out Driveway)													
Base	23	1627	0	0	1530	23	3	0	0	0	0	0	3223
Added	0	176	0	0	39	15	21	0	17	0	0	0	268
Total	23	1803	0	0	1572	38	24	0	17	0	0	0	3491

Uptown Newport
Year: 2018 Phase 1 - CEQA Analysis
AM Peak Hour - ICU

Intersection Analysis Report
Level Of Service

Intersection	Base Del/ Veh	W/C	Future Del/ Veh	W/C	Change ICU
1 MacArthur Blvd/Bison St	A xxxxx	0.547	A xxxxx	0.547	- 0.000 V/C
2 MacArthur Blvd/I-405 NB Ramps	C xxxxx	0.761	C xxxxx	0.768	- 0.007 V/C
3 MacArthur Blvd/I-405 SB Ramps	B xxxxx	0.666	B xxxxx	0.670	- 0.004 V/C
4 MacArthur Blvd/Michelson Dr	B xxxxx	0.640	B xxxxx	0.644	- 0.004 V/C
5 MacArthur Blvd/Campus Dr	B xxxxx	0.620	B xxxxx	0.643	- 0.024 V/C
6 MacArthur Blvd/Birch St	A xxxxx	0.457	A xxxxx	0.401	0.044 V/C
7 MacArthur Blvd/Von Karman Ave	A xxxxx	0.565	B xxxxx	0.657	- 0.093 V/C
8 MacArthur Blvd/Jamboree Rd	B xxxxx	0.684	C xxxxx	0.771	- 0.087 V/C
9 MacArthur Blvd/Fairchild Rd	D xxxxx	0.861	D xxxxx	0.881	- 0.020 V/C
10 MacArthur Blvd NB/University Dr	A xxxxx	0.515	A xxxxx	0.530	0.015 V/C
11 MacArthur Blvd SB/University Dr	A xxxxx	0.376	A xxxxx	0.392	- 0.016 V/C
12 Von Karman Ave/Main St	D xxxxx	0.806	D xxxxx	0.907	- 0.101 V/C
13 Von Karman Ave/Michelson Dr	B xxxxx	0.697	C xxxxx	0.702	- 0.005 V/C
14 Von Karman Ave/Dupont Dr	A xxxxx	0.512	A xxxxx	0.513	+ 0.001 V/C
15 Von Karman Ave/Campus Dr	B xxxxx	0.677	B xxxxx	0.687	+ 0.010 V/C
16 Von Karman Ave/Birch St	A xxxxx	0.293	A xxxxx	0.329	+ 0.036 V/C
17 Teller Ave/Campus Dr	B xxxxx	0.493	A xxxxx	0.499	+ 0.006 V/C
18 Teller Ave/Birch St	B 12.1	0.325	D 15.5	0.646	+ 0.127 L/V
19 Jamboree Rd/Main St	D xxxxx	0.838	D xxxxx	0.907	+ 0.021 V/C
20 Jamboree Rd/I-405 NB Ramps	C xxxxx	0.710	C xxxxx	0.722	+ 0.011 V/C
21 Jamboree Rd/I-405 SB Ramps	D xxxxx	1.023	D xxxxx	1.027	+ 0.004 V/C
22 Jamboree Rd/Michelson Dr	D xxxxx	0.795	D xxxxx	0.805	+ 0.003 V/C
23 Jamboree Rd/Dupont Dr	C xxxxx	0.749	C xxxxx	0.765	+ 0.016 V/C

Uptown Newport
Year: 2018 Phase 1 - CEQA Analysis
PM Peak Hour - ICU

Intersection	Base Del/ Veh	W/C	Future Del/ Veh	W/C	Change ICU
24 Jamboree Rd/Campus Dr	E xxxxx	0.756	E xxxxx	0.764	- 0.008 V/C
25 Jamboree Rd/Birch St	A xxxxx	0.570	A xxxxx	0.589	- 0.019 V/C
26 Jamboree Rd/Fairchild Rd	A xxxxx	0.687	C xxxxx	0.756	- 0.069 V/C
27 Jamboree Rd/Bristol St N	A xxxxx	0.317	A xxxxx	0.379	- 0.062 V/C
28 Jamboree Rd./Bristol St	A xxxxx	0.457	A xxxxx	0.550	- 0.093 V/C
29 Jamboree Rd/Bayview Wy	A xxxxx	0.363	A xxxxx	0.4[illegible]	0.040 V/C
30 Jamboree Rd/University Dr	A xxxxx	0.577	B xxxxx	0.661	- 0.084 V/C
31 Irvine Ave/Michelson Dr	B xxxxx	0.619	B xxxxx	0.6[illegible]	+0.011 V/C
32 Irvine Ave/Campus Dr	B xxxxx	0.633	B xxxxx	0.624	- 0.009 V/C
33 Irvine Ave/Michelson Dr	C xxxxx	0.722	C xxxxx	0.723	+0.001 V/C
34 Campus Dr/Bristol St N	A xxxxx	0.281	A xxxxx	0.337	+ 0.047 V/C
35 Birch St/Bristol St N	A xxxxx	0.336	A xxxxx	0.355	+ 0.019 V/C
36 Campus Dr/Bristol St	A xxxxx	0.536	B xxxxx	0.572	+ 0.036 V/C
37 Birch St/Bristol St S	A xxxxx	0.343	A xxxxx	0.378	+ 0.035 V/C
38 Bayview Pl/Bristol St	A xxxxx	0.401	A xxxxx	0.412	+ 0.011 V/C
39 Irvine Avenue / Hoag Drive	A xxxxx	0.335	A xxxxx	0.370	+ 0.036 V/C
40 University Dr/Campus Dr	D xxxxx	0.7[illegible]	D xxxxx	0.8[illegible]	+ 0.016 V/C
41 Ford Rd/University Dr	B xxxxx	0.5[illegible]	B xxxxx	0.623	+ 0.036 V/C
42 California Ave/University Dr	B xxxxx	0.564	B xxxxx	0.62[illegible]	+ 0.0[illegible] V/C
43 Birch Wy	A 8.7	0.025	A 8.8	0.031	0.006 D/V
233 Proj Dwy on Jamboree Rd	F 45.8	0.744	F 121.3	0.812	+87.486 D/V

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Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour - 100

Level Of Service Computation Report
2000 (Base Volume Alternative)

Intersection #1 MacArthur Blvd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	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:	0	0	4	0	0	2	0	0	1	0	0	1
Volume Module: TMC 2015 AM Peak Hour												
Base Vol:	882	817	1306	371	527	100	87	575	289	265	787	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	858	1366	391	553	105	91	604	304	277	826	231
Added Vol:	0	16	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:	922	1035	1366	391	565	105	91	604	304	277	826	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	922	1035	0	391	565	105	91	604	304	277	826	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	922	1035	0	391	565	105	91	604	304	277	826	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:	922	1035	0	391	565	105	91	604	304	277	826	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	0.15	0.00	0.12	0.08	0.06	0.05	0.11	0.18	0.08	0.16	0.00
Crit Moves:	****				****			****	0.30		****	

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Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour - 100

Level Of Service Computation Report
2000 (Base Volume Alternative)

Intersection #2 MacArthur Blvd/I 405 FB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Street Name:	MacArthur Blvd				I-405 FB 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	0	2	0	2	4	0	0	0
Volume Module: TMC 2015 AM Peak Hour												
Base Vol:	0	2561	316	194	1210	0	0	0	0	933	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	2691	331	204	1271	0	0	0	0	980	0	682
Added Vol:	0	46	52	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2546	282	203	1277	0	0	0	0	984	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	2546	282	203	1277	0	0	0	0	984	0	679
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2546	282	203	1277	0	0	0	0	984	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	2566	302	203	1277	0	0	0	0	984	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	6.00	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	0.11	0.06	0.19	0.00	0.00	0.00	0.00	0.29	0.00	0.20
Crit Moves:		****		****						****		

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Uptown Newport
Year 2016 (Phase 1 CFQA Analysis
AM Peak Hour - TCS

Level Of Service Computation Report
TCS (Ross Ex Cycle Length Method (Future Volume Alternative)

Intersection #5 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	34	Level Of Service:	E

Street Name:	MacArthur Boulevard											
Approach:	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	0	0	1	2	0	1	0	1	0	1

Volume Module:TAM 2015 AM Peak Hour

Base Vol:	0	1520	308	177	1037	300	0	0	0	564	288	1166
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	1596	437	186	1089	344	0	0	0	1099	301	1200
Added Vol:	0	89	0	0	0	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1686	437	186	1089	344	0	0	0	1022	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
Hrly Volume:	0	1686	437	186	1089	344	0	0	0	1022	301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1686	437	186	1089	344	0	0	0	1022	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
Final Volume:	0	1686	437	186	1089	344	0	0	0	1022	301	0
OvlAdjVol:												

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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	2.00	4.00	2.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	6800	1700	3400	6800	3400	0	0	0	3400	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.26	0.05	0.16	0.10	0.00	0.00	0.00	0.30	0.18	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****					****				****		

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Uptown Newport
Year 2016 - Phase 1 CFQA Analysis
AM Peak Hour - TCS

Level Of Service Computation Report
TCS (Ross Ex Cycle Length Method (Future Volume Alternative)

Intersection #4 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	8	Average Delay (sec/veh):	******
Optimal Cycle:	93	Level Of Service:	D

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:	0	0	0	0	1	0	2	0	1	0	0	1

Volume Module:TAM 2015 AM Peak Hour

Base Vol:	996	1399	238	240	1052	0	203	188	49	133	126	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:	1046	1469	249	252	1105	0	213	198	51	139	132	315
Added Vol:	0	88	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1046	1557	249	252	1126	0	213	198	51	139	132	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hrly Volume:	1046	1557	249	252	1126	0	213	198	51	139	132	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1046	1557	249	252	1126	0	213	198	51	139	132	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1046	1557	249	252	1126	0	213	198	51	139	132	315
OvlAdjVol:												146

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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	0.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	5300	1700	3400	5300	0	3400	3600	1700	3400	1700	1700

Capacity Analysis Module:

Vol/Sat:	0.16	0.22	0.15	0.11	0.21	0.00	0.06	0.06	0.03	0.04	0.08	0.19
OvlAdjV/S:												0.08
Crit Moves:	****				****			****				

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Uptown Newport
Year 2016 (Phase 1 CEQA Analysis
AM Peak Hour - ICU

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

Intersection #5 MacArthur Blvd/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: E

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	0	0	1	1	0	1	0	1	0	1

Volume Module: TRAM 2016 AM Peak Hour

Base Vol:	60	1115	110	205	890	285	500	785	100	62	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:	64	1171	121	291	1323	299	525	824	105	101	562	179
Added Vol:	0	146	0	1	33	0	0	0	0	0	0	0
Committed Vol:	0	21	0	0	50	0	0	1	0	0	0	0
Total Vol:	64	1331	121	292	1116	299	525	825	105	101	562	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1331	121	292	1116	299	525	825	105	101	562	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1331	121	292	1116	299	525	825	105	101	562	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	1331	121	292	1116	299	525	825	105	101	562	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1800	5400	1800	1800	5400	1800	1800	5400	1800	3600	5400	1800

Capacity Analysis Module:

Vol/Sat:	0.05	0.25	0.07	0.17	0.25	0.16	0.29	0.16	0.06	0.03	0.17	0.00
Crit Moves:		****			****			****			****	

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Uptown Newport
Year 2016 - Phase 1 CEQA Analysis
AM Peak Hour - ICU

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

Intersection #6 MacArthur Blvd/Birch St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Lost Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 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	0	0	1	0	2	1	0	1	1	0

Volume Module:

Base Vol:	38	687	85	90	606	201	111	256	57	26	137	38
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	39	707	88	93	624	207	114	264	59	27	141	39
Added Vol:	0	138	0	0	30	0	0	0	0	0	10	0
Committed Vol:	0	17	0	0	47	13	0	0	0	0	13	0
Total Vol:	39	862	88	93	701	220	114	264	59	27	164	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	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	862	88	93	701	220	114	264	59	27	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	862	88	93	701	220	114	264	59	27	164	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
Final Volume:	39	862	88	93	701	220	114	264	59	27	164	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1811	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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	0.35	1.00	1.00	0.39	1.00	2.00	1.00
Final Sat.:	1800	5400	1800	1800	5400	1325	1800	2673	827	1800	3600	1800

Capacity Analysis Module:

Vol/Sat:	0.02	0.16	0.05	0.05	0.13	0.17	0.07	0.10	0.09	0.02	0.05	0.00
Crit Moves:		****			****			****			****	

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour - TOT

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

Intersection #3 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	B

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	3	3	0	1	1	0	3	0	1	1	0
Volume Module:												
Base Vol:	80	926	674	40	276	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:	101	978	723	43	291	164	25	88	21	83	120	11
Added Vol:	0	38	118	0	40	0	0	2	0	100	6	0
Committed V:	0	33	1	0	40	0	0	0	0	0	0	0
Initial Fut:	101	949	842	43	391	164	25	90	21	183	126	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:	101	949	842	43	391	164	25	90	0	183	126	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	949	842	43	391	164	25	90	0	183	126	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:	101	949	842	43	391	164	25	90	0	183	126	11
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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.:	1800	4800	1800	1800	5400	1800	1800	3600	1800	3600	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.47	0.02	0.09	0.09	0.01	0.02	0.00	0.05	0.07	0.01
Crit Moves:			****	****			****				****	

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour - TOT

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

Intersection #3 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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:	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:	2	0	3	0	1	0	0	3	0	1	2	0
Volume Module:												
Base Vol:	153	1284	465	72	518	121	371	851	151	344	648	183
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	498	77	554	130	397	911	162	369	693	196
Added Vol:	0	193	73	0	114	18	51	235	0	81	243	29
Committed V:	1	33	1	3	38	12	26	53	0	6	46	8
Initial Fut:	165	1603	572	80	706	160	448	1200	162	456	982	233
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	1603	572	80	706	0	448	1200	162	456	982	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1603	572	80	706	0	448	1200	162	456	982	233
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	1603	572	80	706	0	448	1200	162	456	982	233
OnlAdjVol:			345									
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	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.:	3600	4800	1800	3600	5400	1800	3600	5400	1800	3600	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.32	0.02	0.13	0.00	0.12	0.22	0.09	0.13	0.18	0.13
Crit Moves:			****						****		****	

Uptown Newport
Year 2015 Phase 1 - CTQA Analysis
AM Peak Hour - ICU

Level of Service Computation Report
ICU (Uses as Cycle Length 3) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd/Fairview Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	E

Street Name:	MacArthur Boulevard						Fairview 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: TTAK 2015 AM Peak Hour												
Base Vol:	0	2440	647	283	800	0	0	0	0	33	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	2562	679	297	840	0	0	0	0	35	0	22
Added Vol:	0	133	1	0	45	0	0	0	0	19	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	0	2695	680	297	885	0	0	0	0	54	0	22
PHF Adj:	1.00	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	2695	680	297	885	0	0	0	0	54	0	22
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2695	680	297	885	0	0	0	0	54	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	2695	680	297	885	0	0	0	0	54	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	2.48	0.52	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4000	831	1700	3400	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.54	0.17	0.26	0.00	0.00	0.00	0.00	0.03	0.00	0.01
Crit Moves:		****			****					****		

Uptown Newport
Year 2015 - Phase 1 - CTQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU (Uses as Cycle Length 3) Method (Future Volume Alternative)

Intersection #10 MacArthur Blvd NB/Driveway D

Cycle (sec):	100	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: TTAK 2015 AM Peak Hour												
Base Vol:	59	0	229	0	0	0	0	1081	133	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	1133	137	343	848	0
Added Vol:	0	0	0	0	0	0	0	51	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	54	0	250	0	0	0	0	1184	137	343	869	0
PHF Adj:	1.00	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	1184	137	343	869	0
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	0	250	0	0	0	0	1184	137	343	869	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	1184	137	343	869	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	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3200	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.15	0.00	0.00	0.00	0.00	0.37	0.08	0.10	0.25	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2010 - Phase 1 - GDOT Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU 11[illegible] as Cycle Length 6) Method (Future Volume Alternative)

Intersection #1 [illegible] Blvd SR/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	12	Level Of Service:	A

Street Name:	Mandarin 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	2	0	0	2	0

Volume Module:

Base Vol:	0	0	42	0	0	0	0	1242	50	395	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	1242	50	395	441	0
Added Vol:	0	0	0	0	0	0	0	75	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	42	0	0	0	0	1317	50	395	463	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	1249	50	395	463	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	42	0	0	0	0	1249	50	395	463	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	42	0	0	0	0	1249	50	395	463	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	2.00	0.00	2.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	100	3200	3200	0

Capacity Analysis Module:

Vol/Cap:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.27	0.27	0.10	0.10	0.00
Crit Move:			****					****		****		

Uptown Newport
Year 2010 - Phase 1 - GDOT Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU 11[illegible] as Cycle Length 6) Method (Future Volume Alternative)

Intersection #12 Von Karman Ave/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0	0	2	0	2	0	1

Volume Module: AM 2010 AM Peak Hour

Base Vol:	136	426	69	0	0	46	302	986	201	292	966	1193
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	452	96	0	0	48	317	1035	211	307	1014	1253
Added Vol:	0	18	0	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	470	96	0	0	48	317	1035	211	307	1014	1253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	470	96	0	0	48	317	1035	211	307	1014	1253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	470	96	0	0	48	317	1035	211	307	1014	1253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	470	96	0	0	48	317	1035	211	307	1014	1253

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	3400	1600	1600	0000	1600	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Cap:	0.04	0.13	0.06	0.00	0.00	0.03	0.09	0.32	0.13	0.09	0.32	0.78
Crit Move:	****				****		****				****	

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour 700

Level Of Service Computation Report
ICU Ilicos as Cycle Length Is Method (Future Volume Alternative)

Intersection #13 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	8	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	97	Level Of Service:	D

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			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:	1	0	2	0	1	1	0	2	1	0	1	1
Volume Module:>>AM 2018 AM Peak Hour												
Base Vol:	53	905	79	147	683	143	169	187	47	207	127	417
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	949	79	155	717	146	177	189	49	216	551	439
Added Vol:	0	18	0	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	964	79	155	717	146	177	189	49	216	551	439
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Vol:	55	964	79	155	717	146	177	189	49	216	551	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	964	79	155	717	146	177	189	49	216	551	439
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	55	964	79	155	717	146	177	189	49	216	551	439
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	0.34	1.00	1.00	0.27	1.00	2.00	1.00
Final Sat.:	1700	3200	1700	1700	3200	575	1700	1700	498	1700	3200	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.05	0.09	0.22	0.25	0.10	0.11	0.07	0.13	0.17	0.26
Crit Moves:		****			****			****			****	

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour 700

Level Of Service Computation Report
ICU Ilicos as Cycle Length Is Method (Future Volume Alternative)

Intersection #14 Von Karman Ave/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	8	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	94	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	0	1	0	2	0	1	0	1	0
Volume Module:>>AM 2018 AM Peak Hour												
Base Vol:	94	1001	40	56	711	39	4	76	53	86	167	93
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	1051	42	61	747	41	4	79	55	93	176	98
Added Vol:	0	18	0	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	1069	42	61	747	41	4	79	55	93	176	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1069	42	61	747	41	4	79	55	93	176	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1069	42	61	747	41	4	79	55	93	176	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	98	1069	42	61	747	41	4	79	55	93	176	98
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.69	0.08	1.00	2.00	1.00	1.00	1.10	1.00	1.00	1.77	0.73
Final Sat.:	1700	2871	129	1700	3400	1700	1700	1870	1600	1700	2954	1240
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.33	0.05	0.22	0.02	0.00	0.04	0.04	0.05	0.06	0.07
Crit Moves:		****			****						****	

Uptown Newport
Year 2018 - Phase 1 - CSQA Analysis
AM Peak Hour - TOT

Level Of Service Computation Report
TOT 1(Base as Cycle Length 1) Method (Future Volume Alternative)

Intersection #16 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

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
Volume Module:												
Base Vol:	19	542	92	55	475	120	293	474	44	108	542	137
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	779	98	58	499	126	308	498	46	114	569	144
Added Vol:	0	4	0	2	0	0	0	0	0	0	0	14
Cerified Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	783	98	61	499	126	308	498	46	114	569	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	783	0	61	499	126	308	498	46	114	569	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	783	0	61	499	126	308	498	46	114	569	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	783	0	61	499	126	308	498	46	114	569	158
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.80	0.80	1.00	2.00	1.00	1.00	1.80	0.80
Final Sat.:	1600	3200	1600	1600	2916	964	1600	3200	1600	1600	2916	847
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.00	0.04	0.17	0.13	0.19	0.16	0.03	0.07	0.19	0.20
Crit Moves:		****			****			****			****	

Uptown Newport
Year 2018 - Phase 1 - CSQA Analysis
AM Peak Hour - TOT

Level Of Service Computation Report
TOT 1(Base as Cycle Length 1) Method (Future Volume Alternative)

Intersection #16 Von Karman Ave/Bison St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.328
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Von Karman Avenue						Bison Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	11	497	49	45	504	120	95	175	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:	11	497	49	45	504	120	95	175	28	39	151	19
Added Vol:	17	13	3	-7	-4	0	0	-2	8	0	15	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	504	52	46	500	120	95	173	36	39	166	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	504	52	46	500	120	95	173	36	39	166	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	504	52	46	500	120	95	173	36	39	166	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	504	52	46	500	120	95	173	36	39	166	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	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:	0.02	0.16	0.03	0.03	0.16	0.08	0.06	0.05	0.02	0.02	0.05	0.01
Crit Moves:		****			****			****			****	

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CROA 2010 - w/Pm 1 AM  CO  Wed Feb 22, 2017 11:38:52                    Page 24-1
------------------------------------------------------------------------------
                              Uptown Newport
                        Year 2018   Phase 1   CROA Analysis
                             AM Peak Hour - 100

                        Level Of Service Computation Report
          2010 HCM Unsig Cycle Length 1) Method (Future Volume Alternative)
******************************************************************************
Intersection #17 Teller Ave/Dupont Dr
******************************************************************************
Cycle (sec):          100                Critical Vol./Cap.(X):          0.466
Loss Time (sec):        0                Average Delay (sec/veh):        xxxxxx
Optimal Cycle:         34                Level Of Service:                    *
******************************************************************************
Street Name:          Teller 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       Protected       Permitted
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:          0   0   0   1   0   0   1   0   2   0   0   0   1   0   0   1   0
----------------------------------------------------------------------------
Volume Module:>>> 2010 AM Peak Hour
Base vol:       8  59  89  35 133  83 103 362  42  64 560 206
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  94  36 139  86 110 379  45  67 587 215
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  94  36 139  86 110 384  45  67 587 215
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 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  62  94  36 139  86 110 384  45  67 587 215
Reduct Vol:     0   0   0   0   0   0   0   0   0   0   0   0
Reduced Vol:    8  62  94  36 139  86 110 384  45  67 587 215
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:   8  62  94  36 139  86 110 384  45  67 587 215
----------------------------------------------------------------------------
Saturation Flow Module:
Sat/Lane:    1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800 1800
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 1.00 1.00 1.00 0.80 0.20 1.00 2.00 1.00 1.00 1.80 0.20
Final Sat.:  1800 1800 1800 1800 1442  361 1800 3600 1800 1800 2931  370
----------------------------------------------------------------------------
Capacity Analysis Module:
Vol/Sat:     0.00 0.03  0.01  0.02 0.10  0.10 0.06 0.11  0.00  0.04 0.20  0.06
Crit Moves:  ****               ****          ****                ****
----------------------------------------------------------------------------
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------------------------------------------------------------------------------
                              Uptown Newport
                        Year 2018   Phase 1   CROA Analysis
                             AM Peak Hour - 100

                        Level Of Service Computation Report
          2010 HCM Unsig Cycle Length 1) Method (Future Volume Alternative)
******************************************************************************
Intersection #17 Teller Ave/Dupont Dr
******************************************************************************
Average Delay (sec/veh):      2.8       Worst Case Level Of Service: B[ 12.0]
******************************************************************************
Street Name:          Teller 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:        Stop Sign       Stop Sign       Uncontrolled    Uncontrolled
Rights:           Include         Include         Include         Include
Lanes:          0   0   0   0   0   0   0   0   0   0   0   0   0   0   0   0   0
----------------------------------------------------------------------------
Volume Module:
Base vol:       8   1   0  22   9  16  20 101  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:    8   1   8  22   9  16  20 101  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:    8   1   8  22   9  16  20 101  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:     8   1   8  22   9  16  20 101  16  45 249  26
Reduced vol:    0   0   0   0   0   0   0   0   0   0   0   0
Finalvolume:    8   1   8  22   9  16  20 101  16  45 249  26
----------------------------------------------------------------------------
Critical Gap Module:
Critical Gap: 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: 535 530  38 459 124 128 275 xxxx xxxxx 116 xxxx xxxxx
Potent Cap.: 543 492 1009 493 820 952 1300 xxxx xxxxx 1495 xxxx xxxxx
Move Cap.:   504 492 1002 453 820 952 1300 xxxx xxxxx 1495 xxxx xxxxx
Volume/Cap:  0.00 0.00 0.00 0.05 0.00 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   7.9 xxxx xxxxx   7.5 xxxx xxxxx
LOS by Move:    *    *    *    *    *    *    A    *    *    A    *    *
Movement:    LT - LR  RT - RR  LT - LR  RT - RR  LT - LR  RT - RR  LT - LR  RT - RR
Shared Cap.: xxxx  905 xxxxx  880 xxxx  797 xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx  0.1 xxxxx  0.2 xxxx  0.1 xxxxx xxxx xxxxx  0.  xxxx xxxxx
Shrd ConDel:xxxxx  9.3 xxxxx 10.7 xxxx 10.7 xxxxx xxxx xxxxx  9.5 xxxx xxxxx
Shared LOS:     *    A    *    B    *    B    *    *    *    A    *    *
ApproachDel:       9.9            10.8           xxxxxx          xxxxxx
ApproachLOS:        *              B               *               *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU (Ilicos as Cycle Length Is Method (Future Volume Alternative)

Intersection #14 Jamboree Rd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	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			Ignore			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:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module: 2018 AM Peak Hour

Base Vol:	541	1649	194	830	2596	810	153	290	250	703	737	104
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	546	1722	203	838	2621	844	154	293	252	731	765	109
Added Vol:	0	46	0	0	12	0	0	0	0	-2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	546	1768	203	838	2633	844	154	293	252	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	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	546	1768	0	838	2633	844	154	293	0	733	765	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	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	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	546	1768	0	838	2633	844	154	293	0	733	765	0
Crit Adj Vol:						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:	0.00	2.00	1.00	0.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	6800	1700	3400	6800	1700	3400	3400	1700	3400	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.00	0.25	0.39	0.50	0.04	0.09	0.00	0.22	0.23	0.00
Crit Moves:	****			****			****			****		

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU (Ilicos as Cycle Length Is Method (Future Volume Alternative)

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Jamboree Rd						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			Permitted			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	2	0	0	1	0	0	1	0	0	1

Volume Module: 2018 AM Peak Hour

Base Vol:	0	1771	670	0	1900	1700	0	0	0	1400	0	890
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	1832	676	0	1907	1718	0	0	0	1416	0	940
Added Vol:	0	46	27	0	10	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1878	619	0	1917	1718	0	0	0	1428	0	940
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1878	0	0	1917	0	0	0	0	1428	0	0
Reduced Vol:	0	1878	0	0	1917	0	0	0	0	1428	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1878	0	0	1917	0	0	0	0	1428	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	2.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3188	1700	0	6800	3400	0	0	0	3400	0	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.59	0.00	0.00	0.28	0.51	0.00	0.00	0.00	0.42	0.00	0.00
Crit Moves:		****			****					****		

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Option Report

Year 2010 - Phase 1 - w/Pb Analysis

AM Peak Hour - ICU

Level Of Service Computation Report

ICU 11Base as Cycle Length 5) Method (Future Volume Alternative)

Intersection #1 49' Lamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.027
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			Permitted			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

Volume Module: TCM 2015 AM Peak Hour

Base Vol:	0	1714	619	0	3122	220	683	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	1799	649	0	3278	307	720	0	1734	0	0	0
Added Vol:	0	0	55	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1858	704	0	3284	307	720	0	1734	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	1858	0	0	3284	0	720	0	1734	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1858	0	0	3284	0	720	0	1734	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1858	0	0	3284	0	720	0	1734	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	7600	1700	0	6800	1700	3400	0	3400	0	0	0

Capacity Analysis Module:

Vol/Cap.:	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:	****				****				****			

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Option Report

Year 2010 - Phase 1 - CEQA Analysis

AM Peak Hour - ICU

Level Of Service Computation Report

ICU 11Base as Cycle Length 5) Method (Future Volume Alternative)

Intersection #10 Lamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.995
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	E

Street Name:	Lamboree 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			Permitted			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	0	2	0	2	0	1	0

Volume Module: TCM 2015 AM Peak Hour

Base Vol:	152	1464	194	195	2050	526	283	232	83	431	312	143
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:	159	1537	198	205	2153	552	296	232	83	452	328	150
Added Vol:	0	121	0	0	22	0	0	0	0	-2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	1658	198	205	2174	552	296	232	83	452	328	150
User Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90
PHF Volume:	159	1658	198	205	2174	0	296	232	83	452	328	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1658	198	205	2174	0	296	232	83	452	328	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90
Final Volume:	159	1658	198	205	2174	0	296	232	83	452	328	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	6.00	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/Cap.:	0.10	0.24	0.11	0.10	0.32	0.00	0.18	0.17	0.05	0.27	0.19	0.00
Crit Moves:	****				****		****				****	

Uptown Report
Year 2010 - Phase 1 - CICA Analysis
AM Peak Hour TCP

Level Of Service Computation Report
TCP (Times as Cycle Length) Method (Future Volume Alternative)

Intersection #13 Jamboree Rd/Parent Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	5	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Jamboree Road						Upper 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	0	3	1	1	0	3	0	1	2	0
Volume Module: TTAM 2015 AM Peak Hour												
Base Vol:	224	1643	11	68	2167	499	65	12	39	38	62	102
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	1716	12	71	2275	524	68	13	41	40	65	107
Added Vol:	0	121	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1837	12	71	2297	524	68	13	41	40	65	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1837	12	71	2297	524	68	13	41	40	65	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1837	12	71	2297	524	68	13	41	40	65	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1837	12	71	2297	524	68	13	41	40	65	107
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.99	1.00	1.00	3.00	1.00	0.00	0.93	0.07	1.00	1.00	1.00
Final Sat.:	1700	5991	1700	1700	5400	1700	0	1683	127	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.01	0.04	0.43	0.31	0.02	0.01	0.32	0.02	0.04	0.06
Crit Moves:	****				****		****				****	

Uptown Report
Year 2010 - Phase 1 - CICA Analysis
AM Peak Hour TCP

Level Of Service Computation Report
TCP (Times as Cycle Length) Method (Future Volume Alternative)

Intersection #24 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	5	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	49	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	2	1	0	2	0	2	0	1	2	0
Volume Module: TTAM 2015 AM Peak Hour												
Base Vol:	180	1357	64	967	1787	148	152	270	41	502	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	1426	67	911	1876	155	159	284	43	527	474	211
Added Vol:	20	106	14	0	41	0	0	0	0	0	0	0
PasserByVol:	0	22	0	0	76	0	0	0	0	0	0	0
Initial Fut:	208	1654	81	911	1993	155	159	284	43	527	474	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	1654	81	911	1993	155	159	284	0	527	474	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1654	81	911	1993	155	159	284	0	527	474	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	208	1654	81	911	1993	155	159	284	0	527	474	211
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.66	3.82	0.18	0.33	2.73	0.22	2.00	2.00	1.00	3.00	3.00	1.00
Final Sat.:	1188	6887	313	3633	4731	389	3600	3600	1700	5400	5400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.26	0.08	0.42	0.40	0.04	0.08	0.00	0.10	0.09	0.12
Crit Moves:	****				****						****	

Uptown Newport
Year 2015 - Phase 1 - CEQA Analysis
AM Peak Hour - ICU

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

Intersection #25 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	90	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	2	1	0	1	3	0	1	1	0	0	2
Volume Module: 2015 AM Peak Hour												
Base Vol:	193	1526	1	5	1977	477	134	2	28	3	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:	193	1596	1	5	2066	510	140	2	29	3	0	0
Added Vol:	6	233	0	1	27	0	15	0	0	0	0	0
Committed #:	0	39	0	1	74	1	0	0	0	0	0	0
Initial Fut:	199	1828	1	5	2067	511	155	2	29	3	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:	199	1828	1	5	2067	0	155	2	0	3	0	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	1828	1	5	2067	0	155	2	0	3	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:	199	1828	1	5	2067	0	155	2	0	3	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	2.00	0.01	1.00	3.00	1.00	1.00	0.03	1.00	0.00	1.00	0.00
Final Sat.:	1700	5087	3	1700	5100	1700	1700	45	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.36	0.00	0.41	0.00	0.09	0.05	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				

Uptown Newport
Year 2015 - Phase 1 - CEQA Analysis
AM Peak Hour - ICU

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

Intersection #26 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	45	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	2	1	1	0	2
Volume Module: 2015 AM Peak Hour												
Base Vol:	8	1536	39	313	1990	10	20	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	1613	35	327	2089	10	21	0	28	7	2	312
Added Vol:	45	91	0	1	23	11	89	1	153	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1705	35	332	2112	21	110	1	182	7	2	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:	53	1705	35	332	2112	21	110	1	182	7	2	311
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1705	35	332	2112	21	110	1	182	7	2	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:	53	1705	35	332	2112	21	110	1	182	7	2	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	2.91	0.06	2.00	3.00	1.00	1.00	0.02	0.98	1.00	1.00	1.00
Final Sat.:	1700	4953	107	3400	6300	1700	1700	37	1663	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.10	0.34	0.01	0.07	0.03	0.11	0.00	0.00	0.18
Crit Moves:	****			****			****					****

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Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU (Ideal as Cycle Length) Method (Future Volume Alternative)

Intersection #27 Jamboree Rd/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	70	Level Of Service:	D

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	0	2
Volume Module:								
Base Vol:	570	717	154	0	629	227	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00
Initial Bse:	547	765	164	0	672	243	0	0
Added Vol:	0	286	0	0	198	69	0	0
Committed Vol:	29	48	21	0	89	13	0	0
Total Vol:	576	1103	185	0	961	325	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	576	1103	185	0	961	325	0	0
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	576	1103	185	0	961	325	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	576	1103	185	0	961	325	0	0
Saturation Flow Module:								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	0.00	2.00	1.00	0.00	0.00
Final Sat.:	3200	1600	1600	0	4769	1600	0	0
Capacity Analysis Module:								
Vol/Sat:	0.18	0.36	0.06	0.00	0.20	0.20	0.00	0.00
Crit Moves:	****				****			

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Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU (Ideal as Cycle Length) Method (Future Volume Alternative)

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	51	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	1	0	0	0	2
Volume Module:								
Base Vol:	0	1113	16	0	49	0	886	255
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00
Initial Bse:	0	1202	18	0	588	0	886	255
Added Vol:	0	171	0	0	166	0	14	0
Committed Vol:	0	116	0	0	97	0	5	4
Total Vol:	0	1491	18	0	851	0	905	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1491	18	0	851	0	905	259
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	1491	18	0	851	0	905	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1491	18	0	851	0	905	259
Saturation Flow Module:								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.81	0.09	0.00	3.00	0.00	2.00	1.00
Final Sat.:	0	7849	138	0	4800	0	3200	1600
Capacity Analysis Module:								
Vol/Sat:	0.00	0.20	0.20	0.00	0.20	0.00	0.28	0.16
Crit Moves:	****				****			

Uptown Newport
Year 2010 - Phase 1 - CSCA Analysis
AM Peak Hour - TCC

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

Intersection #25 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Jamboree Rd						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	3	0	0	4	0	0	1
Volume Module:												
Base Vol:	13	1446	33	85	1045	36	122	0	62	20	0	39
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	14	1550	35	91	1064	38	123	0	63	20	0	39
Added Vol:	0	373	0	0	788	0	0	0	0	0	0	0
Committed V:	8	30	0	0	76	14	1	0	1	0	0	0
Initial Fut:	21	1953	35	91	1928	52	124	0	63	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
MLF Volume:	21	1953	35	91	1928	52	124	0	63	20	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1953	35	91	1928	52	124	0	63	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:	21	1953	35	91	1928	52	124	0	63	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	3.96	0.07	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6320	120	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.06	0.30	0.03	0.04	0.00	0.04	0.01	0.00	0.02
Crit Moves:		****			****			****				****

Uptown Newport
Year 2010 - Phase 1 - CSCA Analysis
AM Peak Hour - TCC

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

Intersection #30 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.55[illegible]
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	2	0	3	0	1	1	3
Volume Module:												
Base Vol:	50	1217	191	63	1192	256	413	135	32	384	134	147
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:	54	1305	204	68	1278	274	413	135	32	384	134	147
Added Vol:	0	272	75	0	132	0	0	0	0	22	0	0
Committed V:	0	93	5	0	174	0	0	0	0	0	1	4
Initial Fut:	54	1670	274	68	1644	274	413	135	32	407	135	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Volume:	54	1670	274	68	1644	274	413	135	32	407	135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1670	274	68	1644	274	413	135	32	407	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	1.00
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:	54	1670	274	68	1644	274	413	135	32	407	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	1.00	3.00	1.00	1.00	0.41	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	654	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.17	0.04	0.34	0.17	0.26	0.21	0.02	0.13	0.08	0.00
Crit Moves:	****				****			****			****	

Uptown Phoenix
Year 2013 Phase 1 ICUA Analysis
AM Peak Hour - ICU

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

Intersection #31 Carlson Ave/Midwestern Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	2	0	1	0	1	0	2
Volume Module: AM 2011 AM Peak Hour												
Base Vol:	454	122	144	27	26	227	441	518	69	191	989	97
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:	476	128	151	28	27	237	463	543	72	201	938	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:	476	128	151	28	27	237	463	543	72	201	939	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:	476	128	151	28	27	0	463	543	72	201	939	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	128	151	28	27	0	463	543	72	201	939	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	128	151	28	27	0	463	543	72	201	939	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	1.00	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 2013 - Phase 1 ICUA Analysis
AM Peak Hour - ICU

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):	0.837
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	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	0	0	1	0	1	0	1
Volume Module: AM 2013 AM Peak Hour												
Base Vol:	0	0	0	146	1	264	115	474	0	0	856	97
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	1	381	118	498	0	0	899	1
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	1	381	118	512	0	0	901	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	1	381	118	512	0	0	901	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	153	1	381	118	512	0	0	901	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	1	381	118	512	0	0	901	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	0.97	0.03	1.00	1.00	1.00	0.00	0.00	1.00	0.09
Final Sat.:	0	0	0	972	20	1700	1700	1700	0	0	3060	312
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 - Phase 1 - CEQA Analysis
AM Peak Hour - 100

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

Intersection #33 Harvard Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Harvard Avenue				Michelson Drive			
Approach:	North Bound		South Bound		West Bound		East 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 1 1 0		0 0 2 0 1		2 0 2 0 1		1 0 1 1 0	

Volume Module:[CAH 2010 AM Peak Hour]

Base Vol:	90	992	24	149	710	457	109	209	54	132	787	169
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	1042	25	156	746	479	114	219	56	138	826	177
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:	94	1042	25	156	746	479	114	219	56	138	824	177
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:	94	1042	25	156	746	479	114	219	0	138	824	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1042	25	156	746	479	114	219	0	138	824	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	94	1042	25	156	746	479	114	219	0	138	824	177

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	1.00	1.73	0.70
Final Sat.:	1908	3682	95	1908	3816	1908	3816	1908	1908	1908	2722	976

Capacity Analysis Module:

Vol/Sat:	0.05	0.28	0.15	0.08	0.22	0.25	0.06	0.06	0.00	0.07	0.30	0.18
Crit Moves:	****					****	****				****	

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour - 100

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

Intersection #34 Campus Dr/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.531
Loss time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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 2 0 2		0 0 1 0 2		0 0 0 0 0		1 0 2 1 0	

Volume Module:

Base Vol:	401	1533	0	0	955	145	0	0	0	126	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	1533	0	0	955	145	0	0	0	126	957	157
Added Vol:	0	165	0	0	55	55	0	0	0	12	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	401	1698	0	0	1010	200	0	0	0	138	1024	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	1698	0	0	1010	200	0	0	0	138	1024	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1698	0	0	1010	200	0	0	0	138	1024	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	401	1698	0	0	1010	200	0	0	0	138	1024	157

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	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	3.47	0.53
Final Sat.:	3600	4800	0	0	4800	3600	0	0	0	1800	6245	841

Capacity Analysis Module:

Vol/Sat:	0.11	0.35	0.00	0.00	0.21	0.06	0.00	0.00	0.00	0.10	0.16	0.19
Crit Moves:	****			****							****	

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour - ICU

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:	0	0	0	0	0	0	0	0	0	1	1	2
Volume Module:												
Base Vol:	33	858	0	0	158	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:	33	858	0	0	158	102	0	0	0	392	1071	222
Added Vol:	0	0	0	0	0	15	0	0	0	0	69	0
Committed V:	0	0	0	0	29	0	0	0	0	50	1	0
Initial Fut:	33	858	0	0	216	117	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:	33	858	0	0	216	117	0	0	0	442	1141	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	858	0	0	216	117	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
Final Volume:	33	858	0	0	216	117	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:	0.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.12	3.38	0.48
Final Sat.:	0	3200	0	0	3200	3200	0	0	0	1789	5401	782
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.00	0.00	0.07	0.04	0.00	0.00	0.00	0.25	0.21	0.28
Crit Moves:		****			****							****

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour - ICU

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

Intersection #36 Dover Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	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	0	1	0	1	1	3	0	0	2	0
Volume Module:												
Base Vol:	0	954	170	99	271	0	1365	1168	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	954	170	99	271	0	1365	1168	420	0	0	0
Added Vol:	0	152	0	0	82	0	33	9	0	0	0	0
Committed V:	0	0	0	0	1	0	0	29	0	0	0	0
Initial Fut:	0	1072	170	99	354	0	1398	1206	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	1072	170	99	354	0	1398	1206	420	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1072	170	99	354	0	1398	1206	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
Final Volume:	0	1072	170	99	354	0	1398	1206	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	4.00	0.00	1.00	2.00	0.00	1.48	2.52	0.60	0.00	3.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2365	4031	1000	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.10	0.06	0.07	0.00	0.40	0.40	0.42	0.00	0.00	0.00
Crit Moves:		****		****			****					

Uptown Newport
Year 2018 - Phase 1 - CICA Analysis
AM Peak Hour - TOT

Level Of Service Computation Report
ICU (Based on Cycle Length & Method (Future Volume Alternative)

Intersection #39 Birch St/Bristol St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.389
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Birch Street						Bristol Street State					
Approach:	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	0
Volume Module:												
Base Vol:	0	268	253	173	345	0	575	957	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	268	253	173	345	0	575	957	144	0	0	0
Added Vol:	0	0	0	0	0	0	0	-1	0	0	0	0
PasserByVol:	0	14	14	0	76	0	0	2	25	0	0	0
Initial Fut:	0	283	267	173	421	0	575	958	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	173	421	0	575	958	169	0	0	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	283	267	173	421	0	575	958	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	173	421	0	575	958	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	2.00	1.00	1.00	2.00	0.00	1.64	2.91	0.45	0.00	0.00	0.00
Final Sat.:	0	3200	1600	1600	3200	0	2625	4657	713	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.09	0.13	0.00	0.20	0.21	0.24	0.00	0.00	0.00
Crit Moves:		****			****			****				

Uptown Newport
Year 2018 - Phase 1 - CICA Analysis
PM Peak Hour - TOT

Level Of Service Computation Report
ICU (Based on Cycle Length & Method (Future Volume Alternative)

Intersection #39 Bayview St/Bristol St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Bayview Street						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			Permitted			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	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	87	0	0	0	0	2606	208	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	87	0	0	0	0	2606	208	0	0	0
Added Vol:	0	0	0	0	0	0	0	14	0	0	0	0
PasserByVol:	0	0	2	0	0	0	0	53	1	0	0	0
Initial Fut:	0	0	89	0	0	0	0	2673	209	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	89	0	0	0	0	2673	209	0	0	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	89	0	0	0	0	2673	209	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	89	0	0	0	0	2673	209	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	0.42	0.13	0.00	0.00	0.00
Crit Moves:			****					****				

Uptown Newport
Year 2010 - Phase 1 - CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU (Ideal as Cycle Length 0) Method (Future Volume Alternative)

Intersection #33 Irvine Avenue / West Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	D

Street Name:	Irvine Avenue						West 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	0	1	0	2	0	1	1	0	1

Volume Module:

Base Vol:	63	972	305	8	449	91	26	125	94	146	54	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:	66	998	328	9	481	98	26	125	94	146	54	7
Added Vol:	0	155	0	0	82	0	0	0	0	0	0	0
Committed Vol:	0	0	94	0	0	0	0	0	0	0	0	0
Initial Fut:	66	1153	422	9	563	98	26	125	98	172	54	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:	66	1153	422	9	563	98	26	125	98	172	54	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1153	422	9	563	98	26	125	98	172	54	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
Final Volume:	66	1153	422	9	563	98	26	125	98	172	54	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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.24	0.26	0.01	0.12	0.06	0.02	0.04	0.06	0.11	0.02	0.00
Crit Moves:	****			****				****			****	

Uptown Newport
Year 2010 - Phase 1 - CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU (Ideal as Cycle Length 0) Method (Future Volume Alternative)

Intersection #43 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	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	0	1	0	1	0	2	0	1	0

Volume Module: TAM 2010 AM Peak Hour

Base Vol:	24	615	30	104	857	903	189	155	15	95	134	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:	25	646	32	109	1000	948	198	163	16	99	141	250
Added Vol:	0	0	0	0	28	0	14	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	646	32	109	1028	948	212	163	16	99	141	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	646	32	109	1028	948	212	163	16	99	141	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	646	32	109	1028	948	212	163	16	99	141	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	646	32	109	1028	948	212	163	16	99	141	250

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.:	1792	3584	1792	1792	3584	1792	1792	3584	1792	1792	3584	1792

Capacity Analysis Module:

Vol/Sat:	0.01	0.18	0.02	0.06	0.29	0.53	0.12	0.05	0.01	0.06	0.08	0.14
Crit Moves:	****				****			****				****

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Uptown Newport
Year 2010 - Phase 1 - CEQA Analysis
AM Peak Hour - ICU

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

Intersection #47 West Bd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	8	Average Delay (sec/veh):	******
Optimal Cycle:	90	Level Of Service:	E

Street Name:	West Bound						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	2	0	2	0	1	0
Volume Module: CEQA 2010 AM Peak Hour												
Base Vol:	33	0	69	0	0	0	0	902	106	147	1767	0
Growth Adj:	1.00	1.01	1.01	1.01	1.01	1.01	1.01	1.06	1.06	1.06	1.06	1.06
Initial Bse:	33	0	70	0	0	0	0	944	108	154	1885	0
Added Vol:	0	0	0	0	0	0	0	75	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	0	70	0	0	0	0	1019	108	154	1907	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	0	70	0	0	0	0	1019	108	154	1907	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	0	70	0	0	0	0	1019	108	154	1907	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	0	70	0	0	0	0	1019	108	154	1907	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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	2.00	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	0.30	0.06	0.09	0.56	0.00
Crit Moves:			****				****				****	

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CEQA 2010 - w/Pa 1 AM ICU Wed Feb 22, 2012 11:39:53 Page 47-2

Uptown Newport
Year 2010 - Phase 1 - CEQA Analysis
AM Peak Hour - ICU

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

Intersection #48 California Ave/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	8	Average Delay (sec/veh):	******
Optimal Cycle:	91	Level Of Service:	D

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	0	0	0	0	2	0	1	0
Volume Module: CEQA 2010 AM Peak Hour												
Base Vol:	38	0	89	0	0	0	0	1000	301	713	1079	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	93	0	0	0	0	1050	316	749	1133	0
Added Vol:	0	0	0	0	0	0	0	75	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	93	0	0	0	0	1125	316	749	1165	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	93	0	0	0	0	1125	316	749	1165	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	93	0	0	0	0	1125	316	749	1165	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	0	93	0	0	0	0	1125	316	749	1165	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	1800	0	3600	0	0	0	0	3600	1700	3600	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.31	0.18	0.21	0.32	0.00
Crit Moves:							****			****		

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Uptown Newport
Year 2010 - Phase 1 - CLOA Analysis
AM Peak Hour - ICU

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

Intersection #49 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 1 0 0			0 0 1 0 0			1 0 2 0 0		
Volume Module:												
Base Vol:	.	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:	0	0	14	0	0	0	0	80	21	46	333	0
Added Vol:	-1	0	1	0	0	0	0	[illegible]	-6	-5	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	0	0	0	0	99	15	41	338	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	15	0	0	0	0	99	15	41	338	0
Reduced Vol:	0	0	1	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	12	0	0	0	0	99	11	32	338	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:												
Cnflct Vol:	xxxx	xxxx	94	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	138	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1339	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1496	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1338	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1495	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95.0%:	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	7.5	xxxx	xxxxx
LOS by Move:	*	*	A	*	*	*	*	*	*	A	*	*
Movement:	EL	ETR	EB	WL	WTR	WB	NL	NTR	NB	SL	STR	SB
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 2010 - Phase 1 - CLOA Analysis
AM Peak Hour - ICU

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

Intersection #50 Birch Dwy on Jamboree Rd (Right-in / right-out convenant access)

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: F[1.1]

Street Name:	Jamboree Rd						Convenant 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:	22	1609	0	0	1834	26	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:	22	1609	0	0	1834	26	3	0	6	0	0	0
Added Vol:	0	105	0	0	38	16	21	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1614	0	0	1872	38	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:	22	1614	0	0	1872	38	24	0	17	0	0	0
Reduced Vol:	0	0	0	0	0	0	1	0	1	0	0	0
Final Volume:	22	1614	0	0	1872	38	23	0	16	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	1904	xxxx	xxxxx	xxxx	xxxx	xxxxx	2217	xxxx	393	xxxx	xxxx	xxxxx
Potent Cap.:	413	xxxx	xxxxx	xxxx	xxxx	xxxxx	39	xxxx	612	xxxx	xxxx	xxxxx
Move Cap.:	413	xxxx	xxxxx	xxxx	xxxx	xxxxx	38	xxxx	612	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.61	xxxx	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95.0%:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.2	xxxx	[illegible]	xxxx	xxxx	xxxxx
Control Del:	16.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	187.9	xxxx	[illegible]	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	F	*	B	*	*	*
Movement:	EL	ETR	EB	WL	WTR	WB	NL	NTR	NB	SL	STR	SB
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			[illegible]			xxxxxx		
ApproachLOS:	*			*			F			*		

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

Uptown Newport
Year 2018 - Phase - CAQA Analysis
PM Peak Hour - TOD

Scenario Report

Scenario: CAQA 2018 - w/Pk 1 PM TOD

Command: CAQA 2018 - w/Pk 1 PM TOD
Volume: 2018 Ex Conditions - PM Peak
Geometry: Planned TOD
Impact Fee: Default Impact Fee
Trip Generation: Cube-Base - PM
Trip Distribution: Capacity w/ Project
Factor: Phase 1 Uptown
Routes: Default Route
Configuration: TOD

Uptown Newport
Year 2018 - Phase 1 - CAQA Analysis
PM Peak Hour - TOD

Trip Generation Report

Pass-by Not Cumulative PM

Zone #	Subzone	Acres	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
202	Newport Coast	1.00	Residential	536.00	557.00	926	557	1483	10.2
	Zone 202 Subtotal					926	557	1483	10.2
205	Banning Ranch	1.00	Banning Ranch	498.00	447.00	658	447	1105	7.6
	Zone 205 Subtotal					658	447	1105	7.6
301	Irvine 15,16	1.00	Irvine Approved	595.00	410.00	985	410	1395	9.6
	Zone 301 Subtotal					985	410	1395	9.6
302	Irvine 11,16	1.00	Irvine Approved	336.00	224.00	336	224	560	3.9
	Zone 302 Subtotal					336	224	560	3.9
303	Irvine 10,19	1.00	Irvine Approved	106.00	241.00	106	241	347	2.4
	Zone 303 Subtotal					106	241	347	2.4
304	Irvine 18,26	1.00	Irvine Approved	2481.00	6609.00	2481	6609	9090	62.5
	Zone 304 Subtotal					2481	6609	9090	62.5
TOTAL						5493	8688	14181	97.5

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
PM Peak Hour - 100

Trip Generation Report

Forecast for Kell Project PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Kell Center	1.00	Kell	81.00	49.00	81	49	130	0.9
	Zone 101 Subtotal					81	49	130	0.9
TOTAL						81	49	130	0.9

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
PM Peak Hour - 100

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 Newport	1.00	Uptown Newport	310.00	170.00	310	170	480	3.2
	Zone 100 Subtotal					310	170	480	3.2
103	Existing Con	1.00	Office/Industr	6.00	31.00	-6	-31	-37	-0.3
	Zone 103 Subtotal					-6	-31	-37	0.3
TOTAL						304	139	443	3.0

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
PM Peak Hour - TOT

Turning Movement Report
Combined: PM + Still Project PM - Uptown Phase 1 PM

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 MacArthur Blvd/Main St													
Base	715	1202	520	201	1077	135	94	725	555	570	656	583	7289
Added	0	24	0	0	47	0	0	0	0	0	0	0	73
Total	715	1226	520	201	1124	135	94	725	555	570	656	583	7362
#2 MacArthur Blvd/I 405 NB Ramps													
Base	0	1099	1000	554	1730	0	0	0	0	593	0	259	6235
Added	0	98	30	0	47	0	0	0	0	0	0	0	175
Total	0	1197	1030	554	1777	0	0	0	0	593	0	259	6410
#3 MacArthur Blvd/I 405 SB Ramps													
Base	0	1179	783	612	1638	397	0	0	0	597	294	672	7163
Added	0	56	0	0	47	0	0	0	0	154	0	0	157
Total	0	2421	783	612	1655	397	0	0	0	751	294	672	7320
#4 MacArthur Blvd/Michelson Dr													
Base	734	1601	139	932	1835	0	47	903	102	467	96	821	6662
Added	0	50	0	0	171	0	0	0	0	0	0	0	157
Total	734	1651	139	932	1918	0	47	903	102	467	96	821	6819
#5 MacArthur Blvd/Jamboree Dr													
Base	115	1000	95	221	1113	735	358	588	110	129	1143	167	6974
Added	0	91	0	0	141	0	0	0	0	0	0	0	232
Commit	0	58	0	0	57	0	0	0	0	0	0	0	115
Total	115	1149	95	221	1311	735	358	588	110	129	1143	167	7321
#6 MacArthur Blvd/Bristol St													
Base	126	732	37	46	916	184	204	199	18	59	991	124	5131
Added	0	43	0	16	140	0	0	14	0	0	7	0	220
Commit	0	19	0	0	21	8	16	16	0	0	8	0	112
Total	126	842	37	62	1077	192	220	229	18	59	1006	137	5463
#7 MacArthur Blvd/Von Karman Ave													
Base	46	588	135	29	830	32	111	192	152	617	32	63	2927
Added	0	83	107	0	140	0	0	6	0	136	0	0	472
Commit	0	46	4	7	54	0	0	0	0	0	1	0	90
Total	46	717	246	36	1024	32	111	198	152	753	33	63	3489
#8 MacArthur Blvd/Jamboree Rd													
Base	266	657	333	165	1084	399	208	1037	37	630	992	167	5935
Added	0	169	84	33	210	21	20	208	0	30	313	19	1317
Commit	6	72	1	4	91	15	11	73	0	1	49	2	319
Total	272	898	418	202	1385	434	239	1318	37	730	1354	188	7571

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
PM Peak Hour - TOT

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#9 MacArthur Blvd/Fairchild Rd													
Base	0	1574	108	39	1814	0	0	0	0	436	0	184	3461
Added	0	107	11	0	118	0	0	0	0	5	0	0	241
Total	0	1681	119	39	1932	0	0	0	0	441	0	184	3702
#10 MacArthur Blvd NB/University Dr													
Base	26	0	338	0	0	0	0	941	93	655	782	0	2835
Added	0	0	0	0	0	0	0	85	0	0	74	0	159
Total	26	0	338	0	0	0	0	886	93	655	856	0	2994
#11 MacArthur Blvd SB/University Dr													
Base	8	0	100	0	0	0	0	773	36	299	133	0	1349
Added	0	0	0	0	0	0	0	45	0	0	77	0	122
Total	8	0	100	0	0	0	0	818	36	299	210	0	1471
#12 Von Karman Ave/Main St													
Base	326	1413	209	179	846	903	585	1324	177	129	727	137	6947
Added	0	9	0	0	19	0	0	0	0	0	0	0	28
Total	326	1422	209	179	865	903	585	1324	177	129	727	137	6975
#13 Von Karman Ave/Michelson Dr													
Base	70	1093	110	281	1419	204	210	559	103	187	709	370	5315
Added	0	9	0	0	19	0	0	0	0	0	0	0	28
Total	70	1102	110	281	1438	204	210	559	103	187	709	370	5343
#14 Von Karman Ave/Dupont Dr													
Base	62	1011	54	85	1260	37	21	173	153	66	205	134	3452
Added	0	9	0	0	19	0	0	0	0	0	0	0	28
Total	62	1020	54	85	1279	37	21	173	153	66	205	134	3480
#15 Von Karman Ave/Jamboree Dr													
Base	66	536	183	234	1325	299	233	663	61	120	848	79	4410
Added	0	1	0	18	4	0	0	6	0	0	0	6	37
Commit	0	8	8	0	1	0	0	0	0	0	0	0	5
Total	66	545	190	252	1330	299	233	669	61	120	848	85	4452
#16 Von Karman Ave/Bristol St													
Base	44	429	53	19	632	123	106	189	19	50	919	41	1655
Added	10	85	0	1	122	0	0	2	21	1	5	2	254
Total	54	514	53	19	754	123	106	191	40	51	924	43	2109
#17 Dallas Ave/Virginia Dr													
Base	42	119	63	139	130	102	71	919	28	62	455	82	2213
Added	0	0	0	0	0	0	0	21	0	0	11	0	32
Total	42	119	63	139	130	102	71	934	28	62	466	82	2245

Uptown Newport
Year 2010 - Scene 1 - CEQA Analysis
PM Peak Hour - ICU

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
418 Dover Ave/Birch St													
Base	15	96	43	32	2	46	45	236	7	6	149	8	699
Added	0	0	7	3	0	0	0	7	0	12	-1	0	29
Total	15	96	50	35	2	46	45	239	7	18	148	8	728
419 Jamboree Rd/Main St													
Base	282	2809	519	361	2037	203	439	1151	789	595	377	314	10679
Added	0	94	2	3	47	0	0	0	0	0	0	0	146
Total	282	2903	521	364	2084	203	439	1151	789	595	377	314	10825
420 Jamboree Rd/I-405 NB Ramps													
Base	0	3695	562	0	2733	1192	0	0	0	768	0	239	9189
Added	0	85	9	0	67	0	0	0	0	58	0	0	219
Total	0	3780	571	0	2800	1192	0	0	0	826	0	239	9408
421 Jamboree Rd/I-405 SB Ramps													
Base	0	3005	1115	0	3997	669	1043	0	1050	0	0	0	10874
Added	0	84	30	0	133	0	0	0	33	0	0	0	279
Total	0	3089	1145	0	4130	669	1043	0	1083	0	0	0	11153
422 Jamboree Rd/Michelson Dr													
Base	91	2904	591	1154	2115	437	1107	594	178	221	279	726	9397
Added	0	63	-2	0	127	0	0	0	0	0	0	0	188
Total	91	2967	589	1154	2242	437	1107	594	178	221	279	726	9585
423 Jamboree Rd/Bayview Dr													
Base	96	2476	33	193	2161	519	568	52	261	33	21	51	6523
Added	1	72	0	0	107	0	0	0	0	0	0	0	180
Total	96	2541	33	193	2268	519	568	52	261	33	21	51	6703
424 Jamboree Rd/Campus Dr													
Base	117	2015	459	336	1841	193	411	569	209	163	393	169	5876
Added	11	131	7	0	192	0	0	0	22	15	0	0	348
Commit	0	72	1	0	44	0	0	3	2	1	2	0	125
Total	128	2218	467	336	2077	193	411	572	233	178	391	169	6349
425 Jamboree Rd/Birch St													
Base	140	1973	1	1	2004	207	454	0	161	0	0	0	4940
Added	0	114	0	0	215	15	5	0	3	0	0	0	352
Commit	0	73	0	0	44	0	0	0	1	0	0	0	117
Total	140	2160	1	1	2263	222	459	0	165	0	0	0	5410
426 Jamboree Rd/Fairchild Rd													
Base	10	1373	27	224	1091	3	56	26	126	20	10	239	3322
Added	177	63	0	3	94	45	19	0	93	0	11	0	505
Total	187	1436	27	227	1185	48	133	26	219	20	21	239	3827

Uptown Newport
Year 2010 - Scene 1 - CEQA Analysis
PM Peak Hour - ICU

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
427 Jamboree Rd/Bristol St S													
Base	877	1009	866	0	930	537	0	0	0	0	0	0	4217
Added	0	306	0	0	356	29	0	0	0	0	0	0	692
Commit	99	106	17	0	61	8	0	0	0	0	0	0	294
Total	976	1421	883	0	1347	582	0	0	0	0	0	0	5203
428 Jamboree Rd/Bristol St													
Base	0	1947	114	0	901	0	772	869	867	0	0	0	5432
Added	0	272	0	0	306	0	77	0	0	0	0	0	615
Commit	0	139	0	0	71	0	37	34	117	0	0	0	478
Total	0	2358	114	0	1278	0	886	903	1018	0	0	0	6525
429 Jamboree Rd/Bayview Dr													
Base	51	1771	56	88	1801	62	59	0	97	39	0	69	4093
Added	0	232	0	0	306	0	0	0	0	0	0	0	538
Commit	2	83	0	0	95	3	4	3	13	0	0	0	207
Total	53	2086	56	88	2202	65	63	0	97	39	0	69	4838
430 Jamboree Rd/University Dr													
Base	40	1535	315	165	1957	300	216	86	13	352	162	30	4973
Added	0	232	48	0	306	0	0	0	0	77	0	0	663
Commit	0	184	0	4	148	0	0	3	0	4	0	0	343
Total	40	1951	363	169	2412	300	216	89	13	433	162	30	5979
431 Carlson Ave/Michelson Dr													
Base	94	62	357	145	148	473	547	1151	495	237	759	156	4821
Added	0	0	0	0	0	0	0	-2	0	0	0	0	-2
Total	94	62	357	145	148	473	547	1149	495	237	759	156	4819
432 Carlson Ave/Campus Dr													
Base	0	0	0	152	0	190	351	1108	0	0	630	127	2558
Added	0	0	0	0	0	0	0	7	0	0	0	0	37
Total	0	0	0	152	0	190	351	1115	0	0	630	127	2595
433 Harvard Ave/Michelson Dr													
Base	98	530	126	382	537	295	581	997	131	58	410	192	4643
Added	0	0	0	0	0	0	0	-2	0	0	0	0	-2
Total	98	530	126	382	537	295	581	995	131	58	410	192	4641
434 Campus Dr/Bristol St S													
Base	478	681	0	0	799	763	0	0	0	935	1555	106	5318
Added	0	113	0	0	158	21	0	0	0	9	36	0	336
Commit	0	2	0	0	2	3	0	0	0	2	39	0	48
Total	478	796	0	0	959	787	0	0	0	946	1631	106	5702

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
PM Peak Hour - ICU

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#35 Birch St/Bristol St N													
Base	156	285	0	0	637	653	0	0	0	473	1475	127	3560
Added	0	14	0	0	3	7	0	0	0	0	38	0	59
Commit	29	26	0	0	17	3	0	0	0	31	4	0	127
Total	185	325	0	0	657	663	0	0	0	448	1517	127	3746
#36 Campus Dr/Bristol St													
Base	0	708	287	202	937	0	221	300	556	0	0	0	3802
Added	0	75	18	0	167	0	36	10	0	0	0	0	307
Commit	0	2	0	0	3	0	0	17	1	0	0	0	23
Total	0	785	305	202	1107	0	257	327	557	0	0	0	4132
#37 Birch St/Bristol St S													
Base	0	330	242	387	567	0	227	996	124	0	0	0	2673
Added	0	0	0	0	0	0	11	10	0	0	0	0	29
Commit	0	54	77	0	49	0	0	7	15	0	0	0	221
Total	0	384	319	387	615	0	238	1013	139	0	0	0	2923
#38 Bayview Pl/Bristol St													
Base	0	0	388	0	0	0	0	2914	101	0	0	0	3403
Added	0	0	0	0	0	0	0	59	0	0	0	0	59
Commit	0	0	23	0	0	0	0	25	0	0	0	0	48
Total	0	0	411	0	0	0	0	2998	101	0	0	0	3511
#39 Irvine Avenue / Mesa Drive													
Base	49	653	153	0	1263	177	26	52	110	456	173	16	3036
Added	0	95	0	0	187	0	0	0	0	0	0	0	282
Commit	1	1	16	0	2	0	0	0	0	27	0	0	56
Total	49	699	169	0	1612	177	26	52	110	483	173	16	3374
#40 University Dr/Eastgate Dr													
Base	152	1539	370	79	831	78	364	506	117	249	556	115	5378
Added	0	49	0	0	74	15	0	0	0	0	0	0	147
Total	152	1588	370	79	1005	93	364	506	117	249	556	115	5525
#41 Mesa Rd/University Dr													
Base	152	0	207	0	0	0	0	2044	63	139	1093	0	3661
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	152	0	207	0	0	0	0	2089	63	139	1167	0	3780
#42 California Ave/University Dr													
Base	242	0	806	0	0	0	0	1211	59	88	1125	0	3535
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	242	0	806	0	0	0	0	1256	59	88	1199	0	3654

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
AM Peak Hour - ICU

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#33 Birch Dwy													
Base	36	0	46	0	1	0	0	312	25	19	33	0	536
Added	5	0	-1	0	0	0	0	10	1	-1	16	0	24
Total	41	0	45	0	0	0	0	322	26	18	49	0	560
#237 Wolf Proj Dwy on Von Karman													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	85	30	21	115	0	0	0	0	18	0	12	281
Total	0	85	30	21	115	0	0	0	0	18	0	12	281
#237 Proj Dwy on Von Karman													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	113	0	0	136	0	0	0	0	0	0	0	251
Total	0	113	0	0	136	0	0	0	0	0	0	0	251
#238 Proj Dwy on Jamboree Rd (right-in / right out remainder access)													
Base	42	1330	0	0	1825	12	15	0	66	0	0	0	3290
Added	0	109	0	0	184	28	13	0	7	0	0	0	341
Total	42	1439	0	0	2015	50	28	0	53	0	0	0	4111
#249													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	56	0	0	188	18	0	0	0	0	0	30	292
Total	0	56	0	0	188	18	0	0	0	0	0	30	292
#254 South Bk-73 [Zone 209]													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	-1	27	29	0	0	0	0	0	57
Total	0	0	0	0	-1	46	29	0	0	0	0	0	73
#900 Irvine Ave/University Dr													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	55	0	0	187	0	0	0	0	0	0	0	242
Total	0	55	0	0	187	0	0	0	0	0	0	0	242
#902 Roll Professional Dwy on Birch St.													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	9	0	2	0	0	0	0	1	4	0	-4	0	13
Total	9	0	2	0	0	0	0	-1	4	0	4	0	13
#903 SR-73 South													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	39	0	-1	0	0	0	0	26	0	0	59
Total	0	0	39	0	-1	0	0	0	0	26	0	0	59

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
PM Peak Hour 207

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#504													
Base	2	3	0	0	0	0	0	3	1	0	0	0	6
Added	3	185	0	0	202	20	39	3	3	0	0	0	420
Total	3	188	0	0	202	20	39	3	3	0	0	0	420
#527 First Bwy s/o Birch St. (used for negative trips)													
Base	2	3	0	0	0	0	0	3	1	0	0	0	9
Added	2	3	0	0	0	0	0	5	1	0	5	0	20
Total	2	3	0	0	0	0	0	5	1	0	5	0	20
#528 First Bwy s/o Birch St. (used for negative trips)													
Base	2	3	0	0	0	0	0	3	1	0	0	0	9
Added	2	3	0	0	0	0	0	5	1	0	5	0	20
Total	2	3	0	0	0	0	0	5	1	0	5	0	20
#529 Furthest Driveway on Jamboree Rd (used for negative trips)													
Base	2	3	0	0	0	0	0	3	1	0	0	0	9
Added	-1	123	0	0	215	-2	-5	3	-3	0	0	0	323
Total	-1	123	0	0	215	2	5	3	-3	0	0	0	323

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
PM Peak Hour 207

Signal Analysis Report
Level Of Service

Intersection	Base Del/Veh	V/C	Future Del/Veh	V/C	Change in V/C
# 1 MacArthur Blvd/Ma[illegible] Rd	C xxxxx	0.[illegible]	C xxxxx	0.786	+ 0.[illegible] V/C
# 2 MacArthur Blvd/I-405 NB Ramps	C xxxxx	0.714	C xxxxx	0.714	+ 0.000 V/C
# 3 MacArthur Blvd/I-405 SB Ramps	C xxxxx	0.796	C xxxxx	0.816	+ 0.020 V/C
# 4 MacArthur Blvd/Mariners Dr	D xxxxx	0.907	E xxxxx	0.918	+ 0.009 V/C
# 5 MacArthur Blvd/Campus Dr	C xxxxx	0.885	D xxxxx	0.886	+ 0.001 V/C
# 6 MacArthur Blvd/Birch St	A xxxxx	0.479	A xxxxx	0.521	+ 0.042 V/C
# 7 MacArthur Blvd/Von Karman Ave	A xxxxx	0.[illegible]	A xxxxx	0.[illegible]	+ 0.[illegible] V/C
# 8 MacArthur Blvd/Jamboree Rd	C xxxxx	0.[illegible]	[illegible] xxxxx	0.837	+ 0.156 V/C
# 9 MacArthur Blvd/Fairchild Rd	[illegible] xxxxx	0.670	B xxxxx	0.690	+ 0.020 V/C
# 10 MacArthur Blvd NB/University D	B xxxxx	0.620	B xxxxx	0.625	+ 0.005 V/C
# 11 MacArthur Blvd SB/University D	A xxxxx	0.[illegible]	A xxxxx	0.[illegible]	+ 0.009 V/C
# 12 Von Karman Ave/Main St	D xxxxx	0.865	D xxxxx	0.865	+ 0.000 V/C
# 13 Von Karman Ave/Michelson Dr	B xxxxx	0.904	E xxxxx	0.910	+ 0.006 V/C
# 14 Von Karman Ave/Airport Dr	B xxxxx	0.[illegible]	B xxxxx	0.[illegible]	+ 0.006 V/C
# 15 Von Karman Ave/Campus Dr	B xxxxx	0.900	B xxxxx	0.905	+ 0.005 V/C
# 16 Von Karman Ave/Birch St	A xxxxx	0.[illegible]	A xxxxx	0.356	+ 0.[illegible] V/C
# 17 Teller Ave/Campus Dr	A xxxxx	0.[illegible]	A xxxxx	0.545	+ 0.036 V/C
# 18 Teller Ave/Birch St	B [illegible]	0.064	B [illegible]	0.069	+ 0.[illegible] V/C
# 19 Jamboree Rd/Main St	E xxxxx	0.896	F xxxxx	1.[illegible]	+ 1.117 V/C
# 20 Jamboree Rd/I-405 NB Ramps	D xxxxx	0.[illegible]	F xxxxx	0.937	- 0.016 V/C
# 21 Jamboree Rd/I-405 SB Ramps	D xxxxx	0.[illegible]	F xxxxx	0.9[illegible]	- 0.0[illegible] V/C
# 22 Jamboree Rd/Michelson Dr	D xxxxx	1.1[illegible]	F xxxxx	1.172	- 0.009 V/C
# 23 Jamboree Rd/Airport Dr	C xxxxx	0.75[illegible]	C xxxxx	0.775	0.02[illegible] V/C

Uptown Newport
Year 2018 Phase 1 - CEQA Analysis
PM Peak Hour - 100

Intersection	Base Del/ LOS	V/C	Future Del/ LOS	V/C	Change V/C
# 24 Jamboree Rd/Campus Dr	B xxxxx	0.830	C xxxxx	0.872	+ 0.021 V/C
# 25 Jamboree Rd/Bristol St	B xxxxx	0.661	C xxxxx	0.714	+ 0.052 V/C
# 26 Jamboree Rd/Michelle Rd	C xxxxx	0.742	C xxxxx	0.765	+ 0.023 V/C
# 27 Jamboree Rd/Bristol St S	A xxxxx	0.595	A xxxxx	0.567	+ 0.971 V/C
# 28 Jamboree Rd./Bristol St	A xxxxx	0.538	B xxxxx	0.626	+ 0.088 V/C
# 29 Jamboree Rd/Bayview Wy	A xxxxx	0.600	A xxxxx	0.650	+ 0.050 V/C
# 30 Jamboree Rd/University Dr	B xxxxx	0.547	B xxxxx	0.657	+ 0.111 V/C
# 31 Carlson Ave/Michelle Dr	D xxxxx	0.864	D xxxxx	0.864	-0.001 V/C
# 32 Carlson Ave/Campus Dr	D xxxxx	0.813	D xxxxx	0.813	+ 0.000 V/C
# 33 Harvard Ave/Michelle Dr	F xxxxx	0.914	B xxxxx	0.513	-0.001 V/C
# 34 Campus Dr/Bristol St N	C xxxxx	0.710	C xxxxx	0.726	+ 0.016 V/C
# 35 Birch St/Bristol St S	A xxxxx	0.550	A xxxxx	0.575	+ 0.024 V/C
# 36 Campus Dr/Bristol St	A xxxxx	0.485	A xxxxx	0.508	+ 0.023 V/C
# 37 Birch St/Bristol St N	A xxxxx	0.411	A xxxxx	0.426	+ 0.015 V/C
# 38 Bayview Pl/Bristol St	A xxxxx	0.509	A xxxxx	0.510	+ 0.003 V/C
# 39 Irvine Avenue / Mesa Drive	A xxxxx	0.540	A xxxxx	0.587	+ 0.047 V/C
# 40 University Dr/Campus Dr	D xxxxx	0.899	D xxxxx	0.934	+ 0.012 V/C
# 41 Mesa Rd/University Dr	D xxxxx	0.867	D xxxxx	0.877	+ 0.010 V/C
# 42 California Ave/University Dr	B xxxxx	0.681	B xxxxx	0.694	+ 0.013 V/C
# 43 Birch Dwy	B 11.5	0.068	B 11.5	0.381	+ 0.049 D/V
4038 Proj Dwy on Jamboree Rd	D 44.0	0.013	F 215.0	1.332	-171.382 D/V

Uptown Newport
Year 2018 Phase 1 - CEQA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
100 Intersection Cycle Length 1) Method (Future Volume Alternative)

Intersection #1 MacArthur Blvd/Main St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Total Time (sec): 5 Average Delay (sec/veh): xxxxx
Optimal Cycle: 49 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:	Include			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:	1 0 1 0 2			2 0 1 0 1			1 0 2 0 1			1 0 1 0 1		

Volume Module: CMH 2011 PM Peak Hour

Base Vol:	584	749	497	269	1020	100	50	153	837	583	666	102
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:	613	786	522	282	1071	105	53	161	879	612	699	107
Added Vol:	0	54	0	0	43	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	613	840	522	282	1114	105	53	161	879	612	699	107
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	840	0	282	1114	105	53	161	879	612	699	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	840	0	282	1114	105	53	161	879	612	699	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	840	0	282	1114	105	53	161	879	612	699	0
RTOR Adj Vol:									333			

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	2.00	2.00	4.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3800	6800	3800	3800	6800	1700	1700	3400	1700	3400	3400	1700

Capacity Analysis Module:

Vol/Sat:	0.21	0.18	0.00	0.09	0.17	0.06	0.06	0.14	0.39	0.18	0.14	0.00
OvlAdjVol:									0.16			
Crit Move:	****				****				****	****		

Uptown Newport
Year 2015 - Phase 1 - CORSIM Analysis
PM Peak Hour - ICU

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

Intersection #2 Manhattan Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	39	Level Of Service:	D

Street Name:	Manhattan 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	1	0	4	0	0	0	0	0	0

Volume Module: ITAM 2015 PM Peak Hour

Base Vol:	0	1295	492	590	1454	0	0	0	0	506	0	381	0	0	0	767	781	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	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	2055	1065	594	1730	0	0	0	0	525	0	250	0	0	0	791	256	672
Added Vol:	0	16	30	0	47	0	0	0	0	0	0	2	0	0	0	54	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2087	1035	594	1777	0	0	0	0	525	0	252	0	0	0	751	256	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2087	1035	594	1777	0	0	0	0	525	0	252	0	0	0	751	256	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2087	1035	594	1777	0	0	0	0	525	0	252	0	0	0	751	256	0
FLT Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RLT Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2087	1035	594	1777	0	0	0	0	525	0	252	0	0	0	751	256	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.95	1.06	1.06	1.06	1.06	1.06	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	1.00	2.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	5800	3400	3400	6800	0	0	0	0	7011	0	3400	0	0	0	3400	1700	1700

Capacity Analysis Module:

vol/cap:	0.00	0.31	0.30	0.17	0.26	0.00	0.00	0.00	0.00	0.10	0.00	0.08	0.00	0.00	0.00	0.22	0.17	0.00
Cr L Moves:		****		****						****								

Uptown Newport
Year 2015 - Phase 1 - CORSIM Analysis
PM Peak Hour - ICU

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

Intersection #3 Manhattan Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	54	Level Of Service:	D

Street Name:	Manhattan 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:		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	1	2	0	1	0	0	0	0	0	0

Volume Module: ITAM 2015 PM Peak Hour

Base Vol:	0	1271	672	590	1546	360	0	0	0	767	781	643	0	0	0	1295	492	590
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	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	2675	705	619	1623	378	0	0	0	805	256	672	0	0	0	1360	517	620
Added Vol:	0	56	0	0	47	0	0	0	0	54	0	0	0	0	0	16	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2731	705	619	1670	378	0	0	0	751	256	672	0	0	0	1376	547	620
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2731	705	619	1670	378	0	0	0	751	256	0	0	0	0	1376	547	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2731	705	619	1670	378	0	0	0	751	256	0	0	0	0	1376	547	0
FLT Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RLT Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2731	705	619	1670	378	0	0	0	751	256	0	0	0	0	1376	547	0
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.06	1.06	1.06	1.06	1.06	1.06
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	5800	1700	1700	3400	0	0	0	0	3400	0	1700	0	0	0	3400	1700	1700
Capacity Analysis Module:																		
vol/cap:	0.00	0.47	0.41	0.36	0.49	0.22	0.00	0.00	0.00	0.22	0.17	0.00	0.00	0.00	0.00	0.40	0.32	0.36
Cr L Moves:										****								
Cv_Adj(X):					0.70													
Crit Moves:				****												****		

Opinion Report
Year 2016 - Phase 1 - CROA Analysis
PM Peak Hour - ICU

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

Intersection #4 MacArthur Blvd/Nicholson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	9	Average Delay (sec/veh):	******
Optimal Cycle:	47	Level Of Service:	E

Street Name:	MacArthur Boulevard				Nicholson 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	
Lanes:	1 0 4 0 1		2 0 3 1 0		2 0 1 0 1		2 0 1 0 1	
Volume Module:OCAK 2016 PM Peak Hour								
Base Vol:	114 1088	98	754 1726	0	480 194	98	465	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 1.05
Initial Bse:	134 1501	108	830 1905	0	471 204	102	487	96 821
Added Vol:	0 56	0	0 121	0	0 0	0	0	0 0 0
PasserByVol:	0 0	0	0 0	0	0 0	0	0	0 0 0
Initial Fut:	134 1557	108	830 1926	0	471 204	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 1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00 1.00
PHF Volume:	134 1557	108	830 1926	0	471 204	102	487	96 821
Reduced Vol:	0 0	0	0 0	0	0 0	0	0	0 0 0
Reduced Vol:	134 1557	108	830 1926	0	471 204	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 1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00 1.00
FinalVolume:	134 1557	108	830 1926	0	471 204	102	487	96 821
OvlAdjVol:								436
Saturation Flow Module:								
Sat/Lane:	1800 1800	1800	1800 1800	1800	1800 1800	1800	1800	1800 1800 1800
Adjustment:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00 1.00
Lanes:	1.00 4.00	1.00	2.00 4.00	0.00	2.00 1.00	1.00	2.00	1.00 1.00
Final Sat.:	1800 6800	1800	3600 7200	0	3600 1800	1800	3600	1800 1800
Capacity Analysis Module:								
Vol/Sat:	0.08 0.23	0.06	0.23 0.27	0.00	0.13 0.11	0.06	0.14	0.05 0.46
Crit Moves:	****		****		****			

Opinion Report
Year 2016 - Phase 1 - CROA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU 1(Less 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):	9	Average Delay (sec/veh):	******
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	
Lanes:	1 0 4 0 1		2 0 4 0		2 0 3 0 1		2 0 2 0 1	
Volume Module:OCAK 2016 PM Peak Hour								
Base Vol:	114 1019	81	211 1082	50	352 696	108	122 1383	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 1.05
Initial Bse:	119 1068	85	221 1145	53	368 730	113	128	1453 167
Added Vol:	0 81	0	0 141	0	0 0	0	0	0 0 0
Committed V:	0 58	0	0 97	0	0 0	0	0	0 0 0
Initial Fut:	119 1207	85	221 1383	53	368 730	113	128	1453 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 1.00 1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00 1.00
PHF Volume:	119 1207	85	221 1383	53	368 730	113	128	1453 0
Reduced Vol:	0 0	0	0 0	0	0 0	0	0	0 0 0
Reduced Vol:	119 1207	85	221 1383	53	368 730	113	128	1453 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 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 1.00 0.00
FinalVolume:	119 1207	85	221 1383	53	368 730	113	128	1453 0
Saturation Flow Module:								
Sat/Lane:	1800 1800	1800	1800 1800	1800	1800 1800	1800	1800	1800 1800 1800
Adjustment:	0.95 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00 1.00
Lanes:	1.00 4.00	1.00	1.00 4.00	1.00	2.00 3.00	1.00	2.00	3.00 1.00
Final Sat.:	1900 5800	1900	1900 6800	1900	3600 5400	1800	3600	5400 1800
Capacity Analysis Module:								
Vol/Sat:	0.07 0.18	0.05	0.12 0.19	0.03	0.10 0.14	0.06	0.04	0.27 0.00
Crit Moves:	****				**** ****			****

Uptown Newport
Year 2016 - Phase I - CVGA Analysis
PM Peak Hour - ICU

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

Intersection #3 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.921
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	E

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	0	1	1	0	0	1	0	1	0	1
Volume Module:												
Base Vol:	112	672	25	60	954	142	294	197	50	66	951	123
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	64	916	154	294	197	50	66	951	124
Added Vol:	0	80	0	16	160	0	0	14	0	0	7	8
Committed Vol:	0	40	0	0	21	8	16	16	0	0	8	0
Total Vol:	120	842	27	82	1077	162	290	225	50	66	966	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	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	842	27	82	1077	162	290	225	50	66	966	0
Reduc. Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	842	27	82	1077	162	290	225	50	66	966	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
Final Volume:	120	842	27	82	1077	162	290	225	50	66	966	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	2.00	1.00	1.00	2.00	0.92	1.51	1.15	0.49	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3430	970	2421	1898	481	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.02	0.05	0.31	0.17	0.12	0.12	0.10	0.04	0.30	0.00
Crit Moves:	****				****				****		****	

Uptown Newport
Year 2016 - Phase I - CVGA Analysis
PM Peak Hour - ICU

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

Intersection #7 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.928
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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			Permitted			Permitted		
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	1	0	1
Volume Module:												
Base Vol:	37	846	196	97	783	72	111	173	152	817	38	53
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	906	210	104	838	77	111	173	152	817	38	53
Added Vol:	0	80	107	0	160	0	0	6	0	134	3	0
Committed Vol:	0	48	0	0	24	0	0	0	0	0	0	0
Total Vol:	40	914	244	36	1024	77	111	179	152	951	41	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	914	244	36	1024	77	111	179	0	951	41	53
Reduc. Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	914	244	36	1024	77	111	179	0	951	41	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	914	244	36	1024	77	111	179	0	951	41	53
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.15	0.02	0.21	0.05	0.07	0.06	0.00	0.30	0.03	0.04
Crit Moves:	****				****			****			****	

Optima Newport
Year 2010 "Phase 1" CROA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU 1(Intersection Cycle Length 1) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.[illegible]
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	100	Level Of Service:	D

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:	Ov			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	3	2	0	2	1	0	3	0	1	2	1
Volume Module:												
Base Vol:	216	419	199	184	663	302	144	867	95	505	895	126
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	383	191	1214	322	239	1337	17	540	992	147
Added Vol:	0	49	99	33	916	31	33	389	0	88	212	19
Committed V:	6	41	2	4	21	11	11	70	0	7	46	3
Initial Fut:	270	548	482	202	1201	364	239	1396	17	590	1254	169
Ped Adj:	1.00	1.00	1.00	1.00	1.00	0.93	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.93	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	548	482	202	1201	0	239	1396	17	590	1254	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	548	482	202	1201	0	239	1396	17	590	1254	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.93	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	270	548	482	202	1201	0	239	1396	17	590	1254	169
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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	2.00	3.00	1.00	2.00	3.00	1.00
Final S.F.:	1800	4800	1800	3600	4800	1800	3600	4800	1800	3600	4800	1800
Capacity Analysis Module:												
vol/cap:	0.08	0.15	0.31	0.06	0.37	0.00	0.07	0.29	0.02	0.33	0.29	0.12
Critical Vol/Cap(X):			0.07									
Crit Moves:	****				****			****			****	

Optima Newport
Year 2010 - Phase 1 CROA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU 1(Intersection Cycle Length 1) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.[illegible]
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	87	Level Of Service:	F

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			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:	2	3	2	1	2	1	0	3	0	0	2	1
Volume Module: TSAR 2010 PM Peak Hour												
Base Vol:	3	1237	193	37	1[illegible]	0	0	0	0	417	0	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:	3	1[illegible]	203	39	1[illegible]04	0	0	0	0	438	0	198
Added Vol:	0	107	11	0	116	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1[illegible]	213	39	1[illegible]79	0	0	0	0	461	0	191
Ped Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1[illegible]	213	39	1[illegible]79	0	0	0	0	461	0	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1[illegible]	213	39	1[illegible]79	0	0	0	0	461	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
Final Vol.:	0	1[illegible]	213	39	1[illegible]79	0	0	0	0	461	0	191
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.[illegible]	0.25	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4707	505	1900	5300	0	0	0	0	1700	0	1900
Capacity Analysis Module:												
Vol/Cap:	0.00	0.30	0.30	0.02	0.35	0.00	0.00	0.00	0.00	0.28	0.00	0.10
Crit Moves:	****				****						****	

CEQA 2010 - w/Pb 1 PM ICU Wed Feb 22, 2012 11:41:55 Page 14-1

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU (Ibsa as Cycle Length 5) Method (Future Volume Alternative)

Intersection #10 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.025
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	31	Level Of Service:	F

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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	0	0

Volume Module: ICU 2011 PM Peak Hour

Base Vol:	26	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	329	0	0	0	0	945	90	657	785	0
Added Vol:	0	0	0	0	0	0	0	45	0	0	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	329	0	0	0	0	986	90	657	856	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	329	0	0	0	0	986	90	657	856	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	329	0	0	0	0	986	90	657	856	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	0	329	0	0	0	0	986	90	657	856	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	2.00	2.00	0.00
Final Sat.:	1696	0	1696	0	0	0	0	5088	1696	3600	3600	0

Capacity Analysis Module:

Vol/Cap:	0.02	0.00	0.19	0.00	0.00	0.00	0.00	0.19	0.05	0.18	0.24	0.00
Crit Move:			****					****		****		

CEQA 2010 - w/Pb 1 PM ICU Wed Feb 22, 2012 11:41:55 Page 17-1

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU (Ibsa as Cycle Length 5) Method (Future Volume Alternative)

Intersection #11 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.337
Loss Time (sec):	0	Average Delay (sec/veh):	******
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
Y+R:	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

Volume Module:

Base Vol:	8	0	100	0	0	0	0	773	36	289	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	289	430	0
Added Vol:	0	0	0	0	0	0	0	46	0	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	100	0	0	0	0	819	36	289	504	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	819	36	289	504	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	100	0	0	0	0	819	36	289	504	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	0	100	0	0	0	0	819	36	289	504	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	2.27	0.13	2.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3629	209	3200	4800	0

Capacity Analysis Module:

Vol/Cap:	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.23	0.18	0.09	0.11	0.00
Crit Move:			****					****		****		

Uptown Newport
Year 2010 - Phase 1 - CUBA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
ICU 11(Loss as Cycle Length Is Used)(Future Volume Alternative)

Intersection #12 Von Karman Ave/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.969
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	95	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			Permitted			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
Volume Module: (PM Peak Hour)												
Base Vol:	322	1092	270	107	623	137	594	1586	190	199	665	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:	338	1147	284	112	654	144	624	1666	200	209	698	109
Added Vol:	0	0	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Rpt:	338	1147	284	112	667	144	624	1666	200	209	698	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	1147	284	112	667	144	624	1666	200	209	698	109
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	1147	284	112	667	144	624	1666	200	209	698	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	338	1147	284	112	667	144	624	1666	200	209	698	109
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	1.00	2.00	1.00	2.00	0.00	1.00	2.00	2.00	0.00
Final Sat.:	3400	0	1700	1700	3400	1700	3400	0	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.17	0.10	0.20	0.08	0.18	0.49	0.00	0.06	0.21	0.06
Crit Moves:	****			****			****			****		

Uptown Newport
Year 2010 - Phase 1 - CUBA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
ICU 11(Loss as Cycle Length Is Used)(Future Volume Alternative)

Intersection #13 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	95	Level Of Service:	D

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			Permitted			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	2	0	1	0	0	1	0	1	1	0	1
Volume Module: (PM Peak Hour)												
Base Vol:	87	978	105	959	1211	195	200	527	97	178	678	304
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:	91	1027	110	991	1272	204	210	553	102	187	712	319
Added Vol:	0	0	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Rpt:	91	1027	110	991	1287	204	210	553	102	187	712	319
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:	91	1027	110	991	1287	204	210	553	102	187	712	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1027	110	991	1287	204	210	553	102	187	712	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
Final Volume:	91	1027	110	991	1287	204	210	553	102	187	712	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	2.00	1.00	1.00	1.75	0.25	1.00	1.67	0.33	1.00	2.00	1.00
Final Sat.:	1600	3400	1700	1700	2977	423	1600	2775	525	1600	3400	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.06	0.58	0.43	0.48	0.13	0.20	0.19	0.12	0.21	0.00
Crit Moves:	****			****			****				****	

Opposite Report
Year 2018 - Phase 1 - CLQA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU 1(Loss as Cycle Length 5) Method (Future Volume Alternative)

Intersection #15 Von Karman Ave/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	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

Volume Module: 7AM 2019 PM Peak Hour

Base Vol:	38	1009	90	81	1301	35	20	165	145	67	194	132
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	41	1039	93	83	1340	37	21	170	149	69	200	136
Added Vol:	0	0	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:	41	1039	93	83	1355	37	21	170	149	69	200	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	1039	93	83	1355	37	21	170	149	69	200	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1039	93	83	1355	37	21	170	149	69	200	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	1039	93	83	1355	37	21	170	149	69	200	136

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.10	1.00	2.00	1.00	1.00	1.00	0.94	1.00	1.00	0.90
Final Sat.:	1600	3120	277	1600	3200	1600	1600	1600	1506	1600	1600	1440

Capacity Analysis Module:

Vol/Sat:	0.03	0.33	0.33	0.05	0.42	0.02	0.01	0.10	0.10	0.04	0.13	0.10
Crit Moves:	****				****			****			****	

Uptown Report
Year 2018 - Phase 1 - CLQA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU 1(Loss as Cycle Length 5) Method (Future Volume Alternative)

Intersection #15 Von Karman Ave/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	E

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			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	0	2	0	1

Volume Module: 7AM 2019 PM Peak Hour

Base Vol:	92	833	175	994	984	385	220	551	61	115	411	76
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	95	858	180	1024	1014	396	226	567	63	118	423	78
Added Vol:	0	0	0	0	4	0	0	6	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	858	180	1024	1018	396	226	573	63	118	423	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	858	0	1024	1018	396	226	573	63	118	423	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	858	0	1024	1018	396	226	573	63	118	423	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	858	0	1024	1018	396	226	573	63	118	423	78

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.00	0.45	1.00	2.00	1.00	1.00	1.00	0.10
Final Sat.:	1600	3400	1600	1600	1600	761	1600	3400	1600	1600	1600	164

Capacity Analysis Module:

Vol/Sat:	0.06	0.13	0.00	0.15	0.35	0.38	0.14	0.29	0.04	0.07	0.26	0.48
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2010 Phase 1 - CTQA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
TOD (Times as Cycle Length) Method (Future Volume Alternative)

Intersection #10 Von Karman Ave/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.386
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	38	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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	44	478	58	18	602	125	106	166	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	478	58	18	602	125	106	166	19	10	217	41
Added Vol:	10	95	2	1	122	0	0	2	29	1	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	573	60	19	724	125	106	168	47	11	222	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:	54	573	60	19	724	125	106	168	47	11	222	41
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	573	60	19	724	125	106	168	47	11	222	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:	54	573	60	19	724	125	106	168	47	11	222	41

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	3600	1800

Capacity Analysis Module:

Vol/Sat.:	0.03	0.16	0.03	0.01	0.20	0.06	0.06	0.05	0.03	0.01	0.06	0.02
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2010 Phase 1 - CTQA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
TOD (Times as Cycle Length) Method (Future Volume Alternative)

Intersection #11 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.345
Loss Time (sec):	5	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	96	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	1	1	0	1	0	1

Volume Module: HCS+TRM 2010 PM Peak Hour

Base Vol:	40	114	66	138	134	141	69	972	27	57	435	58
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	140	152	71	931	28	60	456	61
Added Vol:	0	0	0	0	0	0	0	22	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	119	69	138	140	152	71	953	28	60	466	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	119	69	138	140	152	71	953	0	60	466	61
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	119	69	138	140	152	71	953	0	60	466	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	119	69	138	140	152	71	953	0	60	466	61

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.76	0.94	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	1800	1800	1800	1800	3168	1696	1800	3600	1800	1800	3060	540

Capacity Analysis Module:

Vol/Sat.:	0.02	0.07	0.04	0.08	0.04	0.09	0.04	0.26	0.00	0.03	0.15	0.11
Crit Moves:	****				****			****			****	

Opinion Report
Year 2010 - Phase 1 - CEQA Analysis
PM Peak Hour - LOU

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

Intersection #10 Keller Ave/Birch St.

Average Delay (sec/veh): 8.6 Worst Case Level Of Service: B[11.7]

Street Name:	Keller 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:	16	20	42	32	2	16	23	258	2	4	142	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	42	32	2	16	23	258	2	4	142	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	42	32	2	16	23	258	2	4	142	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	42	32	2	16	23	258	2	4	142	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	20	42	32	2	16	23	258	2	4	142	8
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
follow-up Hl:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	457	531	133	434	533	75	130	xxxx	xxxxx	266	xxxx	xxxxx
Potent Cap.:	521	457	959	536	457	970	1444	xxxx	xxxxx	1310	xxxx	xxxxx
Move Cap.:	499	430	959	479	430	970	1444	xxxx	xxxxx	1310	xxxx	xxxxx
Volume/Cap:	0.03	0.05	0.04	0.07	0.00	0.02	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95th Q:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	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	693	xxxxx	671	xxxx	950	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	11.8	xxxxx	13.2	xxxx	9.1	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	A	*	*	*	A	*	*
ApproachDel:	11.8			10.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Opinion Report
Year 2010 - Phase 1 - CEQA Analysis
PM Peak Hour - LOU

Level Of Service Computation Report
10) Closed as Cycle Length 1) Method (Future Volume Alternative)

Intersection #19 Jamboree Rd/Main St.

Cycle (sec): 100 Critical Vol./Cap.(X): 1.333
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

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			Permitted			Restricted		
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 1	0 1		0 0 4	0 1		0 0 2	0 1		2 0 3	0 1	
Volume Module:>>PM 2010 PM Peak Hour												
Base Vol:	904	1008	168	326	2302	199	401	1196	249	570	371	330
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:	949	1058	176	342	2417	209	421	1256	261	599	389	346
Added Vol:	0	15	-5	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	949	1073	171	342	2464	209	421	1256	261	599	389	346
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	949	1073	0	342	2464	209	421	1256	0	599	389	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	949	1073	0	342	2464	209	421	1256	0	599	389	346
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	949	1073	0	342	2464	209	421	1256	0	599	389	0
Crit Moves:							*					
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3800	6800	1700	3800	6800	1700	3800	5100	1700	3800	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.25	0.16	0.00	0.09	0.36	0.12	0.11	0.25	0.00	0.16	0.08	0.20
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2018 - Phase 1 - CSQA Analysis
PM Peak Hour - ICU

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

Intersection #21 Jamboree Rd/ 405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	E

Street Name:	Jamboree Rd						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
Turns:	0	0	3	0	1	0	0	4	0	2	0	0

Volume Module: CAK 2018 PM Peak Fin.

Base Vol:	0	3311	820	0	2566	1140	0	0	0	784	0	299
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	3877	960	0	2683	1192	0	0	0	808	0	299
Added Vol:	0	30	9	0	40	0	0	0	0	58	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3949	969	0	2723	1192	0	0	0	866	0	299
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	3949	0	0	2723	0	0	0	0	866	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	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	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	3949	0	0	2723	0	0	0	0	866	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	6100	1700	0	7600	1700	0	0	0	3700	0	1700

Capacity Analysis Module:

vol/Sat:	0.00	0.65	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.23	0.00	0.00
Crit Moves:	****				****					****		

Uptown Newport
Year 2018 - Phase 1 - CSQA Analysis
PM Peak Hour - ICU

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

Intersection #21 Jamboree Rd/ 405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.969
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	145	Level Of Service:	E

Street Name:	Jamboree Road						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:	3	0	1	0	0	1	0	0	0	0	0	0

Volume Module:

Base vol:	0	3874	1070	0	2666	940	175	0	174	0	0	0
Growth adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	3991	1102	0	2747	968	180	0	179	0	0	0
Added vol:	0	31	31	0	103	0	0	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	4022	1133	0	2850	968	180	0	203	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	4022	0	0	2850	0	180	0	203	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	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	4022	0	0	2850	0	180	0	203	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	6200	1700	0	8000	1700	0	0	0	3800	0	1700

Capacity Analysis Module:

vol/Sat:	0.00	0.65	0.00	0.00	0.36	0.00	0.09	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****					

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
PM Peak Hour - ICU

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

Intersection #23 Jamboree Rd/Hidalgo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.179
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Road				Nicholson 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	0	0	1	2	0	4	0	1	2	0 0 1 0 1 0 0 2 0 1
Volume Module: TRAK 2015 PM Peak Hour												
Base Vol:	69	2935	556	1107	2093	481	1083	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	3082	583	1162	2198	481	1137	396	178	322	273	724
Added Vol:	0	63	-2	0	127	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	3147	579	1162	2325	481	1137	396	178	322	273	724
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3147	579	1162	2325	481	1137	396	178	322	273	724
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	3147	579	1162	2325	481	1137	396	178	322	273	724
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	3147	579	1162	2325	481	1137	396	178	322	273	724
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600 1600 1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
Lanes:	1.00	1.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00 1.00 1.00
Final Sat.:	1600	6800	1600	3200	6800	1600	3200	3200	1600	3200	3200	1600 1600 1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.46	0.36	0.36	0.34	0.30	0.36	0.12	0.11	0.10	0.09	0.45 0.00 0.45
Crit Moves:	****			****			****					**** **** ****

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
PM Peak Hour - ICU

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

Intersection #23 Jamboree Rd/Bayport Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Jamboree Road				Bayport 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 0 2 0 1
Volume Module: TRAK 2015 PM Peak Hour												
Base Vol:	92	2971	29	192	2167	219	352	59	209	29	10	58
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	3119	30	202	2275	230	369	62	220	30	11	61
Added Vol:	0	42	0	0	127	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	3161	30	202	2402	230	369	62	220	30	11	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	3161	30	202	2402	230	369	62	220	30	11	61
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	3161	30	202	2402	230	369	62	220	30	11	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	3161	30	202	2402	230	369	62	220	30	11	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600 1600 1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00 1.00
Lanes:	1.00	4.00	1.00	1.00	3.00	1.00	2.00	0.16	1.82	1.00	1.00	1.00 1.00 1.00
Final Sat.:	1600	6400	1600	1600	4800	1600	3200	304	3494	1600	1600	1600 1600 1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.49	0.02	0.13	0.50	0.14	0.12	0.20	0.06	0.02	0.01	0.04 0.00 0.04
Crit Moves:	****				****				****		****	

Uptown Newport
Year 2018 Phase 1 - CEQA Analysis
PM Peak Hour - 01

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

Intersection #3 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	66	Level Of Service:	D

Street Name:	Jamboree Road						Campus Drive					
Approach:	North Bound			South Bound			West Bound			East 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	1	0	2	0	2	0	1	2	0	2	0	1

Volume Module: TRAM 2015 PM Peak Hour

Base Vol:	112	1681	436	365	1761	185	393	348	216	152	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	2016	458	396	1849	193	413	365	268	160	389	268
Added Vol:	77	161	9	0	198	0	0	0	22	15	0	0
Comm Lind Vol:	0	39	0	0	44	0	0	0	0	0	0	0
Initial Fut:	194	2216	467	396	2077	193	413	365	290	176	391	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	2216	467	396	2077	193	413	365	290	176	391	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	2216	467	396	2077	193	413	365	290	176	391	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	194	2216	467	396	2077	193	413	365	290	176	391	268

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.70	2.00	2.94	0.06	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5696	1194	3200	4655	494	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.39	0.39	0.12	0.45	0.45	0.13	0.11	0.18	0.05	0.12	0.17
Crit Moves:	****			****			****					****

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
PM Peak Hour - TOD

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

Intersection #3 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	59	Level Of Service:	C

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:	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1

Volume Module: TRAM 2015 PM Peak Hour

Base Vol:	142	2084	1	1	1614	166	436	3	156	3	0	1
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:	149	2190	1	1	2064	207	458	3	161	3	0	0
Added Vol:	0	114	0	0	213	15	1	0	0	1	0	0
Comm Lind Vol:	0	93	0	0	44	0	0	0	1	0	0	0
Initial Fut:	149	2396	1	1	2321	222	461	3	162	3	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:	149	2396	1	1	2321	222	461	3	162	3	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	2396	1	1	2321	222	461	3	162	3	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	149	2396	1	1	2321	222	461	3	162	3	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:	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.:	1600	5398	2	1600	5100	1600	3200	0	1600	0	1600	0

Capacity Analysis Module:

Vol/Sat:	0.09	0.44	0.44	0.00	0.46	0.00	0.14	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Uptown Newport
Year 2018 - Phase 1 - CSQA Analysis
PM Peak Hour - 100

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

Intersection #27 Jamboree Rd/Eastbound Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Jamboree Road				Eastbound 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			Permitted			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
Actuated:	1	3	3	1	3	3	1	3	3	1	3	3
Volume Module: TTAM 2010 PM Peak Hour												
Base Vol:	17	1884	26	99	1894	3	65	25	131	19	10	266
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	1979	27	104	1981	3	68	26	138	20	10	279
Added Vol:	177	30	0	8	94	41	54	0	96	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	2009	27	196	2075	44	122	26	230	20	21	279
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2009	27	196	2075	44	122	26	230	20	21	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	2009	27	196	2075	44	122	26	230	20	21	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	195	2009	27	196	2075	44	122	26	230	20	21	279
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	2.00	4.00	1.00	1.00	0.16	0.84	1.00	1.00	1.00
Final Sat.:	1800	5038	68	3600	8800	1800	1800	274	1426	1800	1800	1800
Capacity Analysis Module:												
vc/sat:	0.11	0.40	0.40	0.05	0.31	0.03	0.07	0.10	0.10	0.01	0.01	0.10
Crit Moves:	****			****			****					****

Uptown Newport
Year 2018 - Phase 1 - CSQA Analysis
PM Peak Hour - 100

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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
Actuated:	2	3	1	1	1	3	3	3	3	3	3	3
Volume Module:												
Base Vol:	818	941	836	0	318	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	1008	896	0	340	537	0	0	0	0	0	0
Added Vol:	0	338	0	0	308	85	0	0	0	0	0	0
Cumulative I:	33	136	57	0	61	0	0	0	0	0	0	0
Initial Fut:	909	1423	953	0	1709	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:	909	1423	953	0	1709	583	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	909	1423	953	0	1709	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
Final Volume:	909	1423	953	0	1709	583	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	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	1.80	1.20	0.00	2.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3600	3474	1926	0	4318	2041	0	0	0	0	0	0
Capacity Analysis Module:												
vc/sat:	0.25	0.50	0.50	0.00	0.29	0.29	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Uptown Newport
Year 2010 - Phase 1 - CUDA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU (Intersection Cycle Length 60 Method Future Volume Alternative)

Intersection 498 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	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	1	1	0	0	1	0	0	1	1	0	2	0

Volume Module:

Base Vol:	0	1614	106	0	886	0	772	502	697	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	1647	114	0	961	0	772	502	697	0	0	0
Added Vol:	0	272	0	0	336	0	77	0	0	0	0	0
Committed Vol:	0	175	0	0	81	0	37	94	317	0	0	0
Initial Fut:	0	2294	114	0	1378	0	886	596	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	2294	114	0	1378	0	886	596	1014	0	0	0
Reduced Vol:	0	2294	114	0	1378	0	886	596	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
Final Volume:	0	2294	114	0	1378	0	886	596	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	4.77	1.23	0.00	3.00	0.00	1.86	1.14	0.00	0.00	0.00	0.00
Final Sat.:	0	7632	388	0	4800	0	2972	1828	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.30	0.29	0.00	0.29	0.00	0.30	0.33	0.32	0.00	0.00	0.00
Crit Moves:		****			****				****			

Uptown Newport
Year 2010 - Phase 1 - CUDA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU (Intersection Cycle Length 60 Method Future Volume Alternative)

Intersection 616 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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:	0	0	2	1	0	1	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	46	1002	34	62	1466	58	56	0	27	38	0	55
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	51	1072	36	66	1521	62	58	0	27	39	0	56
Added Vol:	0	939	0	0	200	0	0	0	0	0	0	0
Committed Vol:	0	68	0	0	39	0	0	0	10	0	0	0
Initial Fut:	51	2079	36	66	2160	62	58	0	37	39	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2079	36	66	2160	62	58	0	37	39	0	56
Reduced Vol:	51	2079	36	66	2160	62	58	0	37	39	0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	51	2079	36	66	2160	62	58	0	37	39	0	56

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.93	0.07	1.00	4.00	1.00	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	6288	112	1600	6400	1600	3200	1600	1600	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.33	0.32	0.04	0.34	0.04	0.02	0.00	0.02	0.02	0.00	0.04
Crit Moves:		****			****				****			

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU (Intersection Capacity Utilization) Method (Future Volume Alternative)

Intersection #10 Jamboree Rd/University Dr

Cycle Length:	100	Critical Vol./Cap.(X):	0.657
Lost Time Less):	0	Average Delay (sec/veh):	XXXXXX
Optimum Cycle:	67	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
Control:	Protected				Protected				Split Phase			Split Phase
Rights:	Include				Include				Include			Ignore
Min. Green:	0	0	0		0	0	0		0	0	0	0
Y+R:	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	0	0	1	1 1 1 0 1

Volume Module:

Base Vol:	37	1433	242	153	1393	334	216	66	12	252	162	36
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	1526	257	163	1483	356	216	66	12	252	162	36
Added Vol:	0	232	46	3	306	0	0	0	0	74	0	0
Committed Vol:	0	198	0	0	193	0	0	0	0	0	0	0
Initial Fut:	40	1956	303	166	1942	356	216	66	12	326	162	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1956	303	166	1942	356	216	66	12	326	162	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1956	303	166	1942	356	216	66	12	326	162	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	1957	303	166	1942	356	216	66	12	326	162	36

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.67	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	611	1600	3200	1600	1600

Capacity Analysis Module:

Vol/Sat.:	0.02	0.41	0.19	0.10	0.40	0.22	0.13	0.11	0.01	0.10	0.09	0.02
Crit Moves:		****			****			****			****	

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU (Intersection Capacity Utilization) Method (Future Volume Alternative)

Intersection #11 Carlson Ave/Michelson Dr

Cycle Length:	100	Critical Vol./Cap.(X):	0.361
Lost Time Less):	0	Average Delay (sec/veh):	XXXXXX
Optimum Cycle:	70	Level Of Service:	C

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

Volume Module:TUES 2015 PM Peak Hour

Base Vol:	90	78	341	129	129	452	523	1139	387	374	508	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	135	135	473	547	1191	405	392	533	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	135	135	473	547	1189	405	392	533	156
User Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.10	1.10	1.10	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.10	1.10	1.10	1.00	1.00	0.00
PHF Volume:	94	82	357	135	135	0	547	1189	405	392	533	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	82	357	135	135	0	547	1189	405	392	533	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
Final Volume:	94	82	357	135	135	0	547	1189	405	392	533	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	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1600	1600	1600	1600	3200	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat.:	0.00	0.00	0.21	0.08	0.08	0.00	0.17	0.37	0.24	0.25	0.22	0.00
Crit Moves:			****		****			****			****	

Uptown Newport
Year 2015 (Phase 1 - CFGA Analysis)
PM Peak Hour - 100

Level Of Service Computation Report
ICU 11(Loss as Cycle Length 5) Method (Future Volume Alternative)

Intersection #33 Harrison Ave/Jamess Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	90	Level Of Service:	E

Street Name:	Harrison Avenue						Jamess 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	0	1

Volume Module:IDOT 2015 PM Peak Hour

Base Vol:	0	0	0	183	0	778	359	1068	0	0	622	124
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	193	0	816	377	1121	0	0	653	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	193	0	816	377	1121	0	0	672	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	193	0	816	377	1121	0	0	672	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	193	0	816	377	1121	0	0	672	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	193	0	816	377	1121	0	0	672	130

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	1.00	0.39
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	1700	649

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	0.39	0.20
Crit Moves:				****				****		****		

Uptown Newport
Year 2015 - Phase 1 - UDOT Analysis
PM Peak Hour - 100

Level Of Service Computation Report
ICU 11(Loss as Cycle Length 5) Method (Future Volume Alternative)

Intersection #33 Harrison Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	90	Level Of Service:	E

Street Name:	Harrison 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			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0	1

Volume Module:IDOT 2015 PM Peak Hour

Base Vol:	76	891	96	240	571	273	461	997	133	84	392	164
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:	79	936	101	252	599	287	484	1047	140	88	412	172
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:	79	936	101	252	599	287	484	1045	140	88	412	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	936	101	252	599	287	484	1045	0	88	412	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	936	101	252	599	287	484	1045	0	88	412	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	79	936	101	252	599	287	484	1045	0	88	412	172

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1610	1610	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	0.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	0.49
Final Sat.:	1700	2361	0	1700	3233	1711	3400	3400	1700	1700	1714	1086

Capacity Analysis Module:

Vol/Sat:	0.05	0.31	0.31	0.21	0.19	0.17	0.14	0.29	0.00	0.05	0.18	0.18
Crit Moves:		****		****				****		****		

Phoenix Seaport
Year: 2018 Phase 1 - CSCA Analysis
PM Peak Hour - ICU

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

Intersection #34 Cactus Rd/Bristol St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimum Cycle:	63	Level Of Service:	C

Street Name:	Cactus 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			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	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	478	651	0	0	799	262	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	262	0	0	0	235	1956	106
Added Vol:	0	112	0	0	158	91	0	0	0	0	36	0
Committed V:	0	0	0	0	0	0	0	0	0	2	39	0
Initial Fut:	478	763	0	0	957	353	0	0	0	236	2031	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	763	0	0	957	353	0	0	0	236	2031	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	763	0	0	957	353	0	0	0	236	2031	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	478	763	0	0	957	353	0	0	0	236	2031	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	2.00	0.00	0.00	4.00	2.00	0.00	0.00	0.00	1.00	3.00	0.00
Final Sat.:	3200	3200	0	0	6400	3200	0	0	0	800	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.00	0.00	0.15	0.25	0.00	0.00	0.00	0.29	0.42	0.06
Crit Moves:	****					****					****	

Phoenix Seaport
Year: 2018 Phase 1 - CSCA Analysis
PM Peak Hour - ICU

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

Intersection #35 Black & Bristol St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimum Cycle:	44	Level Of Service:	A

Street Name:	Black 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	1	1	0	0	0	0	1
Volume Module:												
Base Vol:	156	285	0	0	437	633	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	633	0	0	0	417	1475	137
Added Vol:	0	16	0	0	0	7	0	0	0	0	28	0
Committed V:	37	38	0	0	17	0	0	0	0	31	4	0
Initial Fut:	193	337	0	0	454	640	0	0	0	448	1507	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	337	0	0	454	640	0	0	0	448	1507	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	337	0	0	454	640	0	0	0	448	1507	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	193	337	0	0	454	640	0	0	0	448	1507	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	2560	3840	0	0	0	1600	6000	400
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.28	0.25	0.34
Crit Moves:	****					****						****

Uptown Report
Year 2010 - Phase 1 - CTQA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU (Floor as Cycle Length) Method (Future Volume Alternative)

Intersection 435 Chandler Dr/Bristol St

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:	Chandler 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	0	1	0	1	0	3	0	0	0	0
Volume Module:												
Base Vol:	0	669	290	292	607	0	421	500	539	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	716	347	292	607	0	421	500	539	0	0	0
Added Vol:	0	70	18	0	160	0	50	10	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	10	1	0	0	0
Initial Fut:	0	786	365	292	1007	0	456	527	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	786	365	292	1007	0	456	527	539	0	0	0
Reduced Vol:	0	0	0	0	0	0	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:	0	786	365	292	1007	0	456	527	539	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1500	1500	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.00	2.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1500	1500	4800	0	2115	4231	3200	0	0	0
Capacity Analysis Module:												
vol/cap:	0.00	0.19	0.17	0.19	0.21	0.00	0.22	0.22	0.17	0.00	0.00	0.00
Crit Moves:		****		****			****					

Uptown Report
Year 2010 - Phase 1 - CTQA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU (Floor as Cycle Length) Method (Future Volume Alternative)

Intersection #3 Birch St/Bristol St

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	0	1	1	0	1	1	0	0	0	0
Volume Module:												
Base Vol:	0	230	240	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	240	287	567	0	227	996	124	0	0	0
Added Vol:	0	0	0	0	0	0	16	15	0	0	0	0
PasserByVol:	0	74	77	0	28	0	0	7	15	0	0	0
Initial Fut:	0	304	317	287	615	0	243	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	317	287	615	0	243	1018	139	0	0	0
Reduced Vol:	0	0	0	0	0	0	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:	0	304	317	287	615	0	243	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	5824	577	0	0	0
Capacity Analysis Module:												
vol/cap:	0.00	0.10	0.10	0.09	0.19	0.00	0.15	0.17	0.24	0.00	0.00	0.00
Crit Moves:		****		****					****			

Uptown Newport
Year 2016 - Phase 1 - Site Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU (Ilkes as Cycle Length 90 Method (Future Volume Alternative)

Intersection #30 Bayview St/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	0	Average Delay (sec/veh):	******
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
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	20	0	0	0	0
Initial Fut:	0	0	273	0	0	0	0	2711	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	2711	101	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	273	0	0	0	0	2711	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
Final Volume:	0	0	273	0	0	0	0	2711	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	0.00	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 2016 - Phase 1 - CUCA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU (Ilkes as Cycle Length 90 Method (Future Volume Alternative)

Intersection #30 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	51	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	0	0	1	0	0	0	1	1	0	0
Volume Module:												
Base Vol:	45	562	149	6	1156	161	26	53	136	531	170	16
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	49	602	159	6	1237	172	26	55	136	546	170	16
Added Vol:	0	95	0	0	147	0	0	0	0	0	0	0
Committed P:	0	1	10	0	2	0	0	0	0	37	0	0
Initial Fut:	49	698	169	6	1412	172	26	55	136	583	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	698	169	6	1412	172	26	55	136	583	170	16
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	698	169	6	1412	172	26	55	136	583	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
Final Volume:	49	698	169	6	1412	172	26	55	136	583	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	2.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.97	0.03
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	459	48
Capacity Analysis Module:												
Vol/Sat.:	0.03	0.15	0.11	0.00	0.29	0.11	0.02	0.03	0.09	0.18	0.37	0.33
Crit Moves:	****				****				****	****		

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
PM Peak Hour - TDM

Level Of Service Computation Report
ICU (Ideal as Cycle Length Is Defined Future Volume Alternative)

Intersection #40 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	90	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	1	1	3	2	1	1	1	0

Volume Module: TTPM 2011 PM Peak Hour

Base Vol:	164	1474	354	78	883	73	367	587	112	228	522	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:	162	1548	372	79	931	77	384	616	117	239	548	115
Added Vol:	0	45	0	0	74	19	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	1593	372	79	1005	96	384	616	117	239	548	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:	162	1593	372	79	1005	96	384	616	117	239	548	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1593	372	79	1005	96	384	616	117	239	548	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:	162	1593	372	79	1005	96	384	616	117	239	548	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	2.00	0.57	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1792	4341	1014	1792	1792	1792	1792	3584	1792	1792	3584	1792

Capacity Analysis Module:

Vol/Sat.:	0.11	0.37	0.37	0.04	0.28	0.05	0.22	0.17	0.07	0.13	0.15	0.06
Crit Moves:	****			****			****				****	

Uptown Newport
Year 2018 - Phase 1 - CEQA Analysis
PM Peak Hour - TDM

Level Of Service Computation Report
ICU (Ideal as Cycle Length Is Defined Future Volume Alternative)

Intersection #41 Mesa Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.966
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	90	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:	0	0	0	0	0	0	0	1	2	1	0	2

Volume Module: TTPM 2011 PM Peak Hour

Base Vol:	140	0	190	0	0	0	0	1655	87	133	1060	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:	147	0	200	0	0	0	0	1738	91	139	1113	0
Added Vol:	0	0	0	0	0	0	0	45	0	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	0	200	0	0	0	0	1783	91	139	1187	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:	147	0	200	0	0	0	0	1783	91	139	1187	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	0	200	0	0	0	0	1783	91	139	1187	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:	147	0	200	0	0	0	0	1783	91	139	1187	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	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	5100	1700	1700	3400	0

Capacity Analysis Module:

Vol/Sat.:	0.09	0.00	0.12	0.00	0.00	0.00	0.00	0.35	0.05	0.08	0.35	0.00
Crit Moves:			****					****			****	

Optimum Report
Year 2012 - Phase 1 - UCUA Analysis
PM Peak Hour TCU

Level Of Service Computation Report
ICU Lifecycle Cycle Length Method (Future Volume Alternative)

Intersection #42 California Ave/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 0 Average Delay (sec/veh): ******
Optimal Cycle: 87 Level Of Service: D

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	1	0	2	0	1	2	0

Volume Module: UAM 2012 PM Peak Hour

Base Vol:	231	0	771	0	0	0	0	1136	55	69	141	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	809	0	0	0	0	1193	58	69	1197	0
Added Vol:	0	0	0	0	0	0	0	42	0	0	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	0	809	0	0	0	0	1235	58	69	1297	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	809	0	0	0	0	1235	58	69	1297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	0	809	0	0	0	0	1235	58	69	1297	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	809	0	0	0	0	1235	58	69	1297	0

Saturation Flow Module:

Sat/Lane:	1800	1900	1900	1900	1900	1900	1800	1900	1900	1800	1900	1900
Adjustment:	1.00	1.00	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	2.00	0.00	0.00	0.00	1.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	1900	0	3800	0	0	0	0	3800	1900	0	3800	0

Capacity Analysis Module:

Vol/Sat:	0.14	0.00	0.24	0.00	0.00	0.00	0.00	0.32	0.03	0.03	0.34	0.00
Crit Moves:			****					****			****	

Optimum Report
Year 2012 - Phase 1 - UCUA Analysis
PM Peak Hour TCU

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

Intersection #43 Fig Ave

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[11.2]

Street Name: Driveway Dirch 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

Volume Module:

Base Vol:	69	0	66	0	0	0	0	510	21	29	87	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:	69	0	66	0	0	0	0	510	21	29	87	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:	69	0	66	0	0	0	0	510	21	29	87	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:	69	0	66	0	0	0	0	510	21	29	87	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	69	0	66	0	0	0	0	510	21	29	87	0

Critical Gap Module:

Critical Gap:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cellict Vol:	474	489	178	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	549	xxxx	xxxxx
Potent Cap.:	572	500	849	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1227	xxxx	xxxxx
Move Cap.:	559	489	849	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1227	xxxx	xxxxx
Volume/Cap:	0.08	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:

2WayStopQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Critic. Ze.:	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	849	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 ConDe:	xxxxx	11.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

B-7 – 2021 CUMULATIVE CONDITIONS WITHOUT PROJECT

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - ICU

Scenario Report

Scenario:	CEQA 2021 - w/o Uptown AM ICU
Command:	CEQA 2021 - w/o Uptown AM ICU
Volume:	2021 Ex-Commit AM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	Cumulative AM
Trip Distribution:	Cumulative
Paths:	Project
Routes:	Default Route
Configuration:	ICU

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - ICU

Trip Generation Report

Forecast for Cumulative AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
202	Newport Coas	1.00	Residential	272.00	322.00	272	532	1204	9.6
	Zone 202 Subtotal					272	532	1204	9.6
205	Banning Ranch	1.00	Banning Ranch	236.00	561.00	236	581	817	6.5
	Zone 205 Subtotal					236	581	817	6.5
301	Irvine 10.15	1.00	Irvine Approve	95.00	978.00	95	978	1073	8.5
	Zone 301 Subtotal					95	978	1073	8.5
302	Irvine 11.16	1.00	Irvine Approve	144.00	374.00	144	374	519	4.1
	Zone 302 Subtotal					144	374	519	4.1
303	Irvine 10.12	1.00	Irvine Approve	261.00	85.00	261	85	345	2.8
	Zone 303 Subtotal					261	85	345	2.8
304	Irvine 11.26	1.00	Irvine Approve	6431.00	2009.00	6431	2009	8440	67
	Zone 304 Subtotal					6431	2009	8440	67.0
TOTAL						7435	4959	12399	99.1

Uptown Newport
Year 2021 Without Uptown CEQA Analysis
AM Peak Hour - LOS

Trip Generation Report

Forecast For Mall Project AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% of Total
101	Mall Center	1.00	Mall	24.00	66.00	24	86	110	0.9
	Zone 101 Subtotal					24	86	110	0.9
TOTAL						24	86	110	0.9

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - LOS

Turning Movement Report
Cumulative AM + Mall Project AM

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 MacArthur Blvd/Main St													
Base	964	1002	1128	165	363	139	91	50	315	290	682	261	5669
Added	0	32	0	0	9	0	0	0	0	0	0	0	41
Total	964	1034	1128	165	372	139	91	50	315	290	682	261	5710
#2 MacArthur Blvd/I-405 Nb Ramps													
Base	0	2616	316	212	1113	0	0	0	0	1008	0	710	6003
Added	0	32	32	0	9	0	0	0	0	0	0	0	73
Total	0	2648	348	212	1122	0	0	0	0	1008	0	710	6076
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	1693	425	184	1331	559	0	0	0	1050	311	1255	5813
Added	0	64	0	0	9	0	0	0	0	0	0	0	82
Total	0	1757	425	184	1340	559	0	0	0	1050	311	1255	5895
#4 MacArthur Blvd/Michelson Dr													
Base	247	1453	260	178	2025	0	320	171	46	134	126	326	5510
Added	0	64	0	0	18	0	0	0	0	0	0	0	82
Total	247	1517	260	178	2043	0	320	171	46	134	126	326	5594
#5 MacArthur Blvd/Campus Dr													
Base	67	1221	127	294	1375	313	437	859	105	106	185	187	5432
Added	0	110	0	0	32	0	0	0	0	0	0	0	153
Commit	0	71	0	0	53	0	0	1	0	0	0	0	124
Total	67	1402	127	294	1460	313	437	860	105	106	185	187	5684
#6 MacArthur Blvd/Birch St													
Base	36	755	95	99	669	222	113	260	57	26	137	38	2508
Added	0	109	0	5	32	0	0	0	0	0	15	17	182
Commit	1	17	0	0	41	15	3	3	0	0	13	0	91
Total	37	881	95	104	742	237	116	263	57	26	165	55	2781
#7 MacArthur Blvd/Von Karman Ave													
Base	108	852	745	44	304	169	25	80	31	93	120	11	2520
Added	0	109	118	0	32	0	0	0	0	10	6	0	337
Commit	0	33	1	0	46	0	0	0	0	1	2	0	89
Total	108	944	864	50	382	169	25	80	31	104	128	11	2976
#8 MacArthur Blvd/Jamboree Rd													
Base	155	1418	814	80	351	141	612	1038	179	303	711	199	5888
Added	0	195	59	0	174	78	31	242	0	59	145	0	975
Commit	1	18	1	5	28	12	16	27	0	0	55	8	200
Total	156	1631	874	85	553	231	660	1307	179	439	922	207	6063

Uptown Newport
Year 2021 without Uptown CSQA Analysis
AM Peak Hour - ICU

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#9 MacArthur Blvd/Fairchild Rd													
Base	0	2721	598	339	875	0	0	0	0	33	0	25	4589
Added	0	98	0	0	44	0	0	0	0	0	0	0	142
Total	0	2819	598	339	919	0	0	0	0	33	0	25	4731
#10 MacArthur Blvd NB/University Dr													
Base	57	0	251	0	0	0	0	766	112	359	885	0	2832
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	57	0	251	0	0	0	0	1235	112	359	905	0	3029
#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	75	0	0	22	0	97
Total	0	0	42	0	0	0	0	1247	50	305	463	0	2107
#12 Von Karman Ave/Main St													
Base	151	312	57	99	1255	330	326	546	257	379	1293	142	5303
Added	0	4	0	0	1	0	0	0	0	0	2	0	5
Total	151	456	57	99	1256	330	326	546	257	379	1295	142	5373
#13 Von Karman Ave/Nicholson Dr													
Base	58	550	90	193	747	153	185	198	45	226	576	333	3349
Added	0	4	3	0	1	0	0	0	0	0	0	0	8
Total	58	554	93	193	748	153	185	198	45	226	576	333	3357
#14 Von Karman Ave/Irvine Dr													
Base	103	1056	44	85	795	43	4	60	58	57	161	93	2558
Added	0	0	0	0	1	0	0	0	0	0	0	0	3
Total	103	1056	44	85	797	43	4	60	58	57	161	93	2563
#15 Von Karman Ave/Campus Dr													
Base	91	811	58	63	519	131	306	194	36	113	559	123	3256
Added	0	4	0	0	1	0	0	0	0	0	0	0	5
Commit	0	1	2	0	2	0	0	0	0	0	3	0	8
Total	91	816	73	63	522	131	306	194	36	113	561	123	3269
#16 Von Karman Ave/Birch St													
Base	5	451	41	47	335	120	95	179	28	39	151	19	1531
Added	33	113	1	0	45	0	0	1	8	0	15	1	231
Total	38	564	42	47	380	120	95	180	36	39	166	20	1765
#17 Tailor Ave/Campus Dr													
Base	0	65	25	27	145	30	115	296	67	73	534	225	1846
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	65	25	27	145	30	115	296	67	73	534	225	1846

Uptown Newport
Year 2021 without Uptown CSQA Analysis
AM Peak Hour - ICU

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#18 Tailor Ave/Bird St													
Base	2	1	5	21	9	19	30	97	16	45	245	36	544
Added	0	0	13	0	0	0	0	1	0	0	4	3	22
Total	2	1	18	21	9	19	30	98	16	45	250	39	566
#19 Jamboree Rd/Main St													
Base	701	1801	212	488	2749	674	152	306	264	769	800	114	9040
Added	0	39	0	0	9	0	0	0	0	0	0	0	48
Total	701	1840	212	488	2758	674	152	306	264	769	800	114	9088
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	1526	667	0	2077	1359	0	0	0	1565	0	983	9138
Added	0	33	0	0	9	0	0	0	0	4	0	0	46
Total	0	1559	667	0	2086	1359	0	0	0	1569	0	983	9183
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	1694	677	0	3306	321	753	0	1805	0	0	0	8557
Added	0	32	12	0	13	0	0	0	0	0	0	0	58
Total	0	1726	689	0	3319	321	753	0	1805	0	0	0	8615
#22 Jamboree Rd/Michelson Dr													
Base	177	1601	201	651	2858	575	309	243	93	443	560	670	8420
Added	0	95	0	0	13	0	0	0	0	0	0	0	58
Total	177	1696	201	651	2871	575	309	243	93	443	560	670	8478
#23 Jamboree Rd/Depot Dr													
Base	245	1687	12	52	2381	522	59	12	40	39	65	159	5232
Added	0	45	0	0	13	0	0	0	0	0	0	0	58
Total	245	1732	12	52	2394	522	59	12	40	39	65	159	5290
#24 Jamboree Rd/Campus Dr													
Base	197	1527	30	321	1954	152	155	306	46	599	459	320	6056
Added	0	116	0	0	34	0	0	0	0	0	0	0	150
Commit	0	32	0	0	74	0	0	0	0	1	3	0	113
Total	197	1675	30	321	2062	152	155	306	46	599	459	320	6319
#25 Jamboree Rd/Bird St													
Base	197	1669	1	5	2015	543	147	2	26	0	0	0	4612
Added	0	95	0	0	35	5	17	0	0	0	0	0	151
Commit	0	32	0	0	74	1	0	0	0	0	0	0	108
Total	197	1796	1	5	2153	549	164	2	26	0	0	0	4871
#26 Jamboree Rd/Fairchild Rd													
Base	9	1797	40	342	2073	11	25	0	30	0	2	326	4655
Added	0	95	0	0	30	0	0	0	0	0	0	0	129
Total	9	1892	40	342	2103	11	25	0	30	0	2	326	4787

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - (C)

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#27 Jamboree Rd/Bristol St N													
Base	553	792	612	0	691	251	0	0	0	0	0	0	2513
Added	0	274	0	0	180	2	0	0	0	0	0	0	456
Commit	29	48	21	0	65	13	0	0	0	0	0	0	176
Total	582	1114	633	0	936	266	0	0	0	0	0	0	3145
#28 Jamboree Rd./Bristol St													
Base	0	1030	99	0	519	0	636	250	996	0	0	0	3608
Added	0	263	0	0	180	0	5	0	0	0	0	0	448
Commit	0	226	0	0	50	0	5	4	112	0	0	0	396
Total	0	1623	29	0	569	0	667	453	1107	0	0	0	4456
#25 Jamboree Rd/Bayview Hy													
Base	14	1537	36	94	1704	25	123	0	42	20	0	35	3684
Added	0	268	0	0	180	0	0	0	0	0	0	0	428
Commit	6	30	0	0	70	14	1	0	1	0	0	0	122
Total	20	1835	36	94	1940	43	124	0	43	20	0	35	4234
#32 Jamboree Rd/University Dr													
Base	99	1344	200	70	1217	283	413	135	35	384	34	171	4451
Added	0	268	35	0	180	0	0	0	0	22	0	0	121
Commit	0	93	5	0	128	0	0	1	0	1	1	4	233
Total	99	1705	240	70	1525	283	413	136	35	407	135	171	5255
#31 Carlson Ave/Nicholson Dr													
Base	439	155	57	20	98	248	482	555	75	223	982	95	3509
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	439	155	57	20	98	248	482	555	75	223	982	95	3509
#32 Carlson Ave/Campus Dr													
Base	0	0	0	100	2	356	124	513	0	0	926	95	2133
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	100	2	358	124	513	0	0	926	95	2133
#33 Harvard Ave/Nicholson Dr													
Base	105	270	96	161	781	555	153	271	39	144	626	206	3554
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	105	270	96	161	781	555	153	271	39	144	626	206	3554
#34 Campus Dr/Bristol St N													
Base	401	1466	0	0	335	143	0	0	0	136	519	157	3117
Added	0	170	0	0	61	37	0	0	0	9	14	0	289
Commit	0	6	0	0	1	2	0	0	0	0	6	0	17
Total	401	1641	0	0	301	182	0	0	0	135	539	157	3423

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - (C)

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#35 Birch St/Bristol St N													
Base	93	358	0	0	122	103	0	0	0	392	1071	222	2370
Added	0	4	0	0	0	18	0	0	0	0	3	0	21
Commit	6	8	0	0	37	0	0	0	0	50	0	0	51
Total	99	370	0	0	158	121	0	0	0	442	1074	222	2442
#36 Campus Dr/Bristol St													
Base	0	245	100	99	274	0	1065	1068	490	0	0	0	4062
Added	0	152	0	0	68	0	15	3	0	0	0	0	243
Commit	0	4	0	0	1	0	0	26	0	0	0	0	34
Total	0	1399	195	99	343	0	1080	1097	490	0	0	0	4729
#37 Birch St/Bristol St S													
Base	0	459	265	179	345	0	672	567	144	0	0	0	2829
Added	0	0	0	0	0	0	4	0	0	0	0	0	4
Commit	0	14	24	0	70	0	0	0	25	0	0	0	131
Total	0	473	289	179	415	0	677	567	169	0	0	0	2964
#30 Bayview Pl/Orizaba St													
Base	0	0	81	0	0	0	0	2106	266	0	0	0	2453
Added	0	0	0	0	0	0	0	6	0	0	0	0	6
Commit	0	0	2	0	0	0	0	53	1	0	0	0	52
Total	0	0	83	0	0	0	0	2165	267	0	0	0	2515
#29 Irvine Avenue / Mesa Drive													
Base	73	1337	338	9	490	39	86	143	94	155	34	7	2464
Added	0	153	0	0	76	0	0	0	0	0	0	0	221
Commit	0	2	26	0	0	0	0	0	1	5	0	0	35
Total	73	1492	364	9	566	39	86	143	95	160	34	7	2740
#40 University Dr/Campus Dr													
Base	97	394	339	124	1605	222	267	401	15	33	457	250	4646
Added	0	75	0	0	22	0	0	0	0	0	0	0	97
Total	97	469	339	124	1627	222	267	401	15	33	457	250	4648
#41 Mesa Rd/University Dr													
Base	35	0	75	0	0	0	0	987	115	191	1355	0	3226
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	35	0	75	0	0	0	0	1062	115	191	1377	0	3323
#42 California Ave/University Dr													
Base	42	0	90	0	0	0	0	1152	329	770	1272	0	3570
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	42	0	90	0	0	0	0	1177	329	770	1294	0	3667

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour ICU

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#42 Birch Dwy													
Base	1	3	14	0	0	0	0	80	21	46	338	0	495
Added	0	0	0	0	0	0	0	17	0	0	0	0	22
Total	1	3	14	0	0	0	0	97	21	46	338	0	517
#228 Prop Dwy on Jamboree Rd (r ghts & right out commuter access)													
Base	23	1637	0	0	1034	20	0	0	5	0	0	0	2723
Added	0	98	0	0	30	0	0	0	0	0	0	0	128
Total	23	1735	0	0	1064	20	0	0	5	0	0	0	2852

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour ICU

Impact Analysis Report
Level Of Service

Intersection	Base Del/ Veh	Base V/C	Build Del/ Veh	Build V/C	Change in V/C
+ 1 MacArthur Blvd/Main St	A xxxxx	0.620	B xxxxx	0.631	+ 0.011 V/C
# 2 MacArthur Blvd/I-405 NB Ramps	C xxxxx	0.792	C xxxxx	0.780	+ 0.035 V/C
+ 3 MacArthur Blvd/I-405 SB Ramps	B xxxxx	0.636	C xxxxx	0.647	+ 0.033 V/C
+ 4 MacArthur Blvd/Nicholson Dr	B xxxxx	0.674	B xxxxx	0.676	+ 0.002 V/C
# 5 MacArthur Blvd/Campus Dr	B xxxxx	0.646	B xxxxx	0.667	+ 0.021 V/C
+ 6 MacArthur Blvd/Birch St	A xxxxx	0.403	A xxxxx	0.449	+ 0.046 V/C
+ 7 MacArthur Blvd/Von Karman Ave	A xxxxx	0.509	B xxxxx	0.687	+ 0.088 V/C
+ 8 MacArthur Blvd/Jamboree Rd	D xxxxx	0.653	C xxxxx	0.776	+ 0.124 V/C
# 9 MacArthur Blvd/Fairchild Rd	F xxxxx	0.902	E xxxxx	0.921	+ 0.019 V/C
# 10 MacArthur Blvd SB/Riverside D	A xxxxx	0.535	A xxxxx	0.551	+ 0.016 V/C
# 11 MacArthur Blvd NB/University D	A xxxxx	0.376	A xxxxx	0.392	+ 0.016 V/C
+ 12 Von Karman Ave/Main St	D xxxxx	0.640	D xxxxx	0.641	+ 0.001 V/C
+ 13 Von Karman Ave/Nicholson Dr	C xxxxx	0.727	C xxxxx	0.728	+ 0.001 V/C
+ 14 Von Karman Ave/Dupont Dr	A xxxxx	0.533	A xxxxx	0.534	+ 0.001 V/C
# 15 Von Karman Ave/Campus Dr	C xxxxx	0.706	C xxxxx	0.708	+ 0.002 V/C
# 16 Von Karman Ave/Birch St	A xxxxx	0.285	A xxxxx	0.328	+ 0.043 V/C
+ 17 Teller Ave/Campus Dr	A xxxxx	0.524	A xxxxx	0.524	+ 0.000 V/C
+ 18 Tallon Ave/Birch St	B 12.2	0.065	B 12.3	0.237	+ 0.172 D/V
# 19 Jamboree Rd/Main St	E xxxxx	0.945	E xxxxx	0.947	+ 0.002 V/C
# 20 Jamboree Rd/I-405 NB Ramps	C xxxxx	0.761	C xxxxx	0.749	- 0.007 V/C
# 21 Jamboree Rd/I-405 SB Ramps	F xxxxx	1.067	F xxxxx	1.069	- 0.002 V/C
# 22 Jamboree Rd/Nicholson Dr	D xxxxx	0.836	D xxxxx	0.838	- 0.002 V/C
# 23 Jamboree Rd/Dupont Dr	C xxxxx	0.778	C xxxxx	0.779	- 0.002 V/C

Irvine Newport
Year 2021 Without Uptown CICA Analysis
AM Peak Hour - ICU

Intersection	Base LOS	Base Vol	Base C	Future LOS	Future Vol	Future C	Change in V/C
# 24 Jamboree Rd/Campus Dr	F	xxxxx	0.737	D	xxxxx	0.859	+ 0.122 V/C
# 25 Jamboree Rd/Bristol St	A	xxxxx	0.594	B	xxxxx	0.619	+ 0.025 V/C
# 26 Jamboree Rd/Westpointe Rd	C	xxxxx	0.716	C	xxxxx	0.936	+ 0.219 V/C
# 27 Jamboree Rd/Bristol St N	A	xxxxx	0.124	A	xxxxx	0.282	+ 0.159 V/C
# 28 Jamboree Rd./Bristol St.	A	xxxxx	0.470	A	xxxxx	0.553	+ 0.083 V/C
# 29 Jamboree Rd/Bayview Pkwy	A	xxxxx	0.577	A	xxxxx	0.424	+ 0.047 V/C
# 30 Jamboree Rd/University Dr	B	xxxxx	0.597	D	xxxxx	0.865	+ 0.278 V/C
# 31 Carlson Ave/Michelson Dr	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 32 Carlson Ave/Campus Dr	B	xxxxx	0.560	B	xxxxx	0.560	+ 0.000 V/C
# 33 Harvard Ave/Michelson Dr	C	xxxxx	0.755	C	xxxxx	0.755	+ 0.000 V/C
# 34 Campus Dr/Bristol St N	A	xxxxx	0.494	A	xxxxx	0.524	+ 0.030 V/C
# 35 Birch St/Bristol St N	A	xxxxx	0.558	A	xxxxx	0.562	+ 0.004 V/C
# 36 Campus Dr/Bristol St	A	xxxxx	0.539	A	xxxxx	0.577	+ 0.038 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	0.411	+ 0.009 V/C
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.341	A	xxxxx	0.358	+ 0.016 V/C
# 40 University Dr/Campus Dr	D	xxxxx	0.872	D	xxxxx	0.878	+ 0.006 V/C
# 41 Mesa Rd/University Dr	E	xxxxx	0.942	E	xxxxx	0.945	+ 0.003 V/C
# 42 California Ave/University Dr	B	xxxxx	0.590	D	xxxxx	0.682	+ 0.092 V/C
# 43 Birch Dwy	A	8.9	0.031	A	8.8	0.031	+ 0.000 D/V
P234 Proj Dwy on Jamboree Rd	E	39.0	0.371	E	42.2	0.395	+ 0.024 D/V

Irvine Newport
Year 2021 Without Uptown - CICA Analysis
AM Peak Hour - ICU

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

Intersection #1 MacArthur Blvd/Main St

Cycle (sec): 90 — Critical Vol./Cap.(X): 0.621
Loss time (sec): 5 — Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 — Level Of Service: D

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:	Include			Include			Overl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	0	0	2	0	1	1	0	0	1
Volume Module:												
Base Vol:	882	917	1300	158	517	102	83	330	280	265	537	926
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	964	1000	1418	409	564	109	91	601	315	290	585	242
Added Vol:	0	22	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	964	1022	1418	409	569	109	91	601	315	290	585	242
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:	964	1022	0	409	569	109	91	601	315	290	585	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	964	1022	0	409	569	109	91	601	315	290	585	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
Final Volume:	964	1022	0	409	569	109	91	601	315	290	585	0
Cylnd Wd:									0			
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	4.00	2.00	2.00	4.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	5400	5600	3800	3800	6800	1700	1700	5100	1700	3800	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.29	0.25	0.00	0.12	0.08	0.06	0.05	0.12	0.19	0.08	0.12	0.00
Cylnd Wd:									0.00			
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2021 w/Uptown Uptown - CBQA Analysis
AM Peak Hour - 100

Level Of Service Computation Report
(Q 1) CBQA 88 Cycle Length 90 Method (Future Volume Alternative)

```
**********************************************************************
Intersection #2 MacArthur Blvd/I-405 NB Ramps
**********************************************************************
Cycle (sec):          100              Critical Vol./Cap.(X):        0.956
Loss Time (sec):        5              Average Delay (sec/veh):      xxxxxx
Optimal Cycle:         89              Level Of Service:               E
**********************************************************************
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       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  1         0  2  0         0  0  0         0  0  0
                 ||--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:        0 2351  316     191 1018     0     0     0     0   522     0   543
Growth Adj:   1.09 1.09 1.09    1.09 1.09  1.09  1.09  1.09  1.09  1.09  1.09  1.09
Initial Bse:     0 2616  348     212 1133     0     0     0     0   580     0   710
Added Vol:       0   32   32       0    9     0     0     0     0     0     0     0
PasserByVol:     0    0    0       0    0     0     0     0     0     0     0     0
Initial Fut:     0 2648  379     212 1142     0     0     0     0   580     0   710
User Adj:     1.00 1.00 1.00    1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:      1.00 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 2648  379     212 1142     0     0     0     0   580     0   710
Reduct Vol:      0    0    0       0    0     0     0     0     0     0     0     0
Reduced Vol:     0 2648  379     212 1142     0     0     0     0   580     0   710
PCE Adj:      1.00 1.00 1.00    1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:      1.00 1.00 1.00    1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:     0 2648  379     212 1142     0     0     0     0   580     0   710
                 ||--------------||--------------||--------------||--------------|
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 1.00 2.00    2.00 1.00  0.00  0.00  0.00  0.00  2.00  0.00  2.00
Final Sat.:      0 5600 3400    3400 5600     0     0     0     0  3400     0  3400
                 ||--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.47  0.11    0.06 0.20  0.00  0.00  0.00  0.00  0.00  0.00  0.21
Crit Moves:          ****            ****                            ****
**********************************************************************
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Uptown Newport
Year 2021 Without Uptown - CBQA Analysis
AM Peak Hour - 100

Level Of Service Computation Report
(Q 1) (Cycle Length 90 Method (Future Volume Alternative)

```
**********************************************************************
Intersection #3 MacArthur Blvd/I-405 SB Ramps
**********************************************************************
Cycle (sec):          100              Critical Vol./Cap.(X):        0.697
Loss Time (sec):        5              Average Delay (sec/veh):      xxxxxx
Optimal Cycle:         37              Level Of Service:               D
**********************************************************************
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         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:           0  0  1         2  0  1         0  0  0         0  0  0
                 ||--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:        0 1628  389     173 1217   523     0     0     0   574   588  1148
Growth Adj:   1.09 1.09 1.09    1.09 1.09  1.09  1.09  1.09  1.09  1.09  1.09  1.09
Initial Bse:     0 1774  424     189 1327   570     0     0     0   626   641  1252
Added Vol:       0   64    0       0    9     0     0     0     0     9     0     0
PasserByVol:     0    0    0       0    0     0     0     0     0     0     0     0
Initial Fut:     0 1838  424     189 1343   570     0     0     0   635   641  1252
User Adj:     1.00 1.00 1.00    1.00 1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:      1.00 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 1838  424     189 1343   570     0     0     0   635   641     0
Reduct Vol:      0    0    0       0    0     0     0     0     0     0     0     0
Reduced Vol:     0 1838  424     189 1343   570     0     0     0   635   641     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 1838  424     189 1343   570     0     0     0   635   641     0
Crit AdjVol:                     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 1.00 1.00    2.00 1.00  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 0.25  0.25    0.06 0.20  0.33  0.00  0.00  0.00  0.19  0.38  0.00
OvlAdjV/S:                0.00
Crit Moves:          ****                    ****                    ****
**********************************************************************
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Uptown Newport
Year 2021 Without Uptown - CROA Analysis
AM Peak Hour - 100

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

Intersection #4 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	8	Average Delay (sec/veh):	******
Optimal Cycle:	55	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	2	0	3	1	0	2	0	1
Volume Module:												
Base Vol:	226	1326	238	348	1852	3	285	156	45	123	124	307
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	247	1452	260	378	2025	3	320	171	49	134	136	336
Added Vol.:	0	64	0	0	18	0	0	0	0	0	0	0
PasserByV:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	1517	260	378	2043	3	320	171	49	134	136	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1517	260	378	2043	3	320	171	49	134	136	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol.:	247	1517	260	378	2043	3	320	171	49	134	136	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1517	260	378	2043	3	320	171	49	134	136	336
Cv_AdjVol.:												107
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.33	4.33	3.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	6800	1700	3400	6800	0	3400	1700	1600	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat.:	0.15	0.22	0.15	0.11	0.30	0.00	0.09	0.10	0.03	0.04	0.08	0.20
Cv_AdjV/S:												0.08
Crit Moves:	****				****		****					****

Uptown Newport
Year 2021 Without Uptown - CROA Analysis
AM Peak Hour - 100

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

Intersection #5 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	8	Average Delay (sec/veh):	******
Optimal Cycle:	34	Level Of Service:	B

Street Name:	MacArthur Boulevard						Campus Drive					
Approach:	North Bound			South Bound			West Bound			East 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	0	1
Volume Module:												
Base Vol:	90	1117	116	263	963	265	455	785	133	87	333	171
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	97	1224	127	294	1075	312	497	859	133	135	365	187
Added Vol.:	0	31	0	0	92	2	5	0	0	0	0	0
Committed P:	0	21	0	0	10	0	0	1	0	0	0	0
Initial Fut:	97	1255	127	294	1167	314	502	860	133	135	365	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	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:	97	1255	127	294	1167	314	502	860	133	135	365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol.:	97	1255	127	294	1167	314	502	860	133	135	365	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:	97	1255	127	294	1167	314	502	860	133	135	365	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	2.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat.:	0.05	0.20	0.07	0.17	0.17	0.18	0.15	0.17	0.08	0.03	0.11	0.00
Crit Moves:		****		****			****				****	

Uptown Newport
Year 2021 w/out Uptown - CBQA Analysis
AM Peak Hour - ICU

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

Intersection 17 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	38	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	2	0	1	1	2	2	1	0	1	1	0	1	0	1	0	0	0	1
Volume Module:												
Base Vol:	33	667	86	95	535	201	115	256	57	26	127	39
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	733	95	99	589	222	115	256	57	26	127	39
Added Vol:	0	109	0	5	32	0	0	4	0	0	18	17
Committed V:	0	0	0	0	41	15	0	0	0	0	13	0
Initial Fut:	37	885	95	104	742	237	115	260	57	26	158	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	885	95	104	742	237	115	260	57	26	158	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	885	95	104	742	237	115	260	57	26	158	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	885	95	104	742	237	115	260	57	26	158	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	3.04	0.96	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4861	1539	1600	2576	624	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.06	0.07	0.15	0.15	0.07	0.10	0.09	0.02	0.05	0.00
Crit Moves:		****		****				****			****	

Uptown Newport
Year 2021 w/out Uptown - CBQA Analysis
AM Peak Hour - ICU

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

Intersection 18 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	68	Level Of Service:	B

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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	2	3	1	1	3	2	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	30	706	674	40	375	153	25	88	21	65	120	11
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00
Initial Bse:	108	802	745	44	304	169	25	98	21	65	120	11
Added Vol:	0	109	110	0	32	0	0	2	0	100	6	0
Committed V:	0	33	0	6	26	0	0	0	0	0	2	0
Initial Fut:	108	944	864	50	382	169	25	90	21	164	128	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
PHF Volume:	108	944	864	50	382	169	25	90	0	164	128	11
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	944	864	50	382	169	25	90	0	164	128	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	108	944	864	50	382	169	25	90	0	164	128	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	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.54	0.03	0.08	0.11	0.02	0.03	0.00	0.10	0.04	0.01
Crit Moves:		****	****				****				****	

Uptown Newport
Year 2021 Without Uptown CICA Analysis
AM Peak Hour - ICU

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

Intersection #8 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	2	0	1	2	0
Volume Module:												
Base Vol:	153	1286	166	72	319	129	374	357	171	344	844	183
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	169	1415	183	80	351	141	411	1028	188	380	711	199
Added Vol:	0	155	68	0	114	19	51	345	0	56	145	0
Commitmed D:	1	16	1	3	38	12	16	37	0	0	66	0
Initial Fut:	170	1631	252	83	503	171	460	1307	178	436	922	207
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1631	252	83	503	0	460	1307	178	436	922	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1631	252	83	503	0	460	1307	178	436	922	207
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	170	1631	252	83	503	0	460	1307	178	436	922	207
Cru Adj Vol:			252									
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1800	3200	4800	1800	3200	4800	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.16	0.03	0.10	0.00	0.14	0.27	0.10	0.14	0.19	0.12
Crit Vol/S:			0.22									
Crit Moves:		****		****				****			****	

Uptown Newport
Year 2021 Without Uptown - CICA Analysis
AM Peak Hour - ICU

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

Intersection #9 MacArthur Blvd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.921
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	E

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	2	0	0	0	1
Volume Module:												
Base Vol:	0	2460	547	283	822	0	0	0	0	50	0	21
Growth Adj:	1.00	1.00	1.00	1.09	1.09	1.09	1.09	1.09	1.09	1.00	1.00	1.09
Initial Bse:	0	2721	598	309	896	0	0	0	0	55	0	22
Added Vol:	0	96	0	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2817	598	309	919	0	0	0	0	55	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	2817	598	309	919	0	0	0	0	55	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2817	598	309	919	0	0	0	0	55	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
Final Volume:	0	2817	598	309	919	0	0	0	0	55	0	22
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.47	0.53	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4800	957	1900	5700	0	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.87	0.87	0.16	0.16	0.00	0.00	0.00	0.00	0.03	0.00	0.01
Crit Moves:		****		****							****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - ICU

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

Intersection #10 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	90	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:	0	0	0	1	0	0	0	3	0	1	2	0
Volume Module:												
Base Vol:	56	0	139	0	0	0	0	1051	102	328	808	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	.09	1.09	1.09	1.09
Initial Bse:	57	0	261	0	0	0	0	1150	112	359	882	0
Added Vol:	0	0	0	0	0	0	0	75	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Rpt:	57	0	261	0	0	0	0	1235	112	359	905	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:	57	0	261	0	0	0	0	1235	112	359	905	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	261	0	0	0	0	1235	112	359	905	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:	57	0	261	0	0	0	0	1235	112	359	905	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	.00	.00	1.00	1.00	1.00	1.00
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.:	1600	0	1600	0	0	0	0	5100	1600	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.16	0.00	0.00	0.00	0.00	0.24	0.07	0.11	0.27	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - ICU

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):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	37	Level Of Service:	A

Street Name:	MacArthur Blvd						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
Volume Module:												
Base Vol:	0	0	42	0	0	0	0	1174	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	1174	50	305	441	0
Added Vol:	0	0	0	0	0	0	0	73	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Rpt:	0	0	42	0	0	0	0	1247	50	305	467	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	1247	50	305	467	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	42	0	0	0	0	1247	50	305	467	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	1247	50	305	467	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	2.00	0.00	2.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	100	3200	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.26	0.05	0.10	0.15	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - 100

Level Of Service Computation Report
(Q Class as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Von Karman Ave/Bair St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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:	0	0	2	0	1	1	0	2	0	1	2	0	3	0	1	2	0	1
Volume Module:																		
Base Vol:	130	413	89	91	1146	332	298	301	272	246	1162	130						
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09						
Initial Bse:	141	450	97	99	1253	363	325	328	297	268	1269	142						
Added Vol:	0	4	0	0	1	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	141	454	97	99	1254	363	325	328	297	268	1269	142						
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:	141	454	97	99	1254	363	325	328	0	268	1269	142						
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PerhourVol:	141	454	97	99	1254	363	325	328	0	268	1269	142						
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:	141	454	97	99	1254	363	325	328	0	268	1269	142						
Saturation Flow Module:																		
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00						
Final Sat.:	3600	3600	1700	1700	3600	1700	3600	3600	1700	3600	3600	1700						
Capacity Analysis Module:																		
Vol/Sat:	0.04	0.13	0.06	0.06	0.35	0.21	0.09	0.09	0.00	0.07	0.35	0.08						
Crit Moves:	****				****		****				****							

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - 100

Level Of Service Computation Report
(Q Class as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	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	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	55	205	75	107	663	146	159	181	41	237	527	157
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	59	220	80	117	723	159	173	198	45	258	575	500
Added Vol:	0	4	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	224	80	117	724	159	173	198	45	258	575	500
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:	59	224	80	117	724	159	173	198	45	258	575	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PerhourVol:	59	224	80	117	724	159	173	198	45	258	575	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:	59	224	80	117	724	159	173	198	45	258	575	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1700	1700	3600	1700	1700	1700	1700	1700	3600	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.05	0.11	0.20	0.09	0.10	0.12	0.03	0.15	0.16	0.00
Crit Moves:		****			****			****				****

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU 1(Ibsa as Cycle Length 0) Method (Future Volume Alternative)

Intersection #16 Von Karman Ave/Jamboree Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Von Karman Avenue						Jamboree 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	0	1
Volume Module:												
Base Vol:	94	1331	43	73	726	39	4	73	85	89	147	85
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	103	1394	44	80	790	42	4	80	93	97	161	93
Added Vol:	0	4	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	1398	44	80	797	42	4	80	93	97	161	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	1398	44	80	797	42	4	80	93	97	161	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1398	44	80	797	42	4	80	93	97	161	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	1398	44	80	797	42	4	80	93	97	161	93
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	1.19	0.81	1.00	1.97	0.53
Final Sat.:	1700	3270	130	1700	3400	1700	1700	1970	1430	1700	3254	1846
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.05	0.23	0.03	0.00	0.04	0.06	0.06	0.07	0.07
Crit Moves:		****			****			****			****	

Uptown Newport
Year 2021 Without Uptown CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU 1(Ibsa as Cycle Length 0) Method (Future Volume Alternative)

Intersec. on I 5 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimum Cycle:	38	Level Of Service:	C

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	0	1	0	2
Volume Module:												
Base Vol:	19	742	52	55	473	120	260	458	62	103	518	118
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	21	811	68	60	519	131	306	499	68	113	568	129
Added Vol:	0	4	0	0	1	0	0	0	0	0	0	0
Committed V:	0	1	2	0	2	0	0	0	0	0	3	0
Initial Fut:	21	816	70	60	522	131	306	499	68	113	561	129
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:	21	816	0	60	522	131	306	499	68	113	561	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	816	0	60	522	131	306	499	68	113	561	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	816	0	60	522	131	306	499	68	113	561	129
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	.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	1.55	0.57
Final Sat.:	1700	3400	1700	1700	2717	683	1700	3400	1700	1700	2634	966
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.00	0.04	0.19	0.19	0.18	0.15	0.04	0.07	0.20	0.20
Crit Moves:		****			****			****			****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU (Uses as Cycle Length % Reduced (Future Volume Alternative)

Intersection #16 Von Karman Ave/Birch St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	34	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
Volume Module:												
Base Vol:	19	491	41	47	301	120	95	179	26	39	191	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	301	120	95	179	26	39	191	19
Added Vol:	17	113	1	0	79	0	0	1	8	0	15	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	604	42	47	380	120	95	180	34	39	166	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	604	42	47	380	120	95	180	34	39	166	20
Reduc. Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	604	42	47	380	120	95	180	34	39	166	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	604	42	47	380	120	95	180	34	39	166	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	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:	0.02	0.19	0.03	0.03	0.12	0.08	0.06	0.06	0.02	0.02	0.05	0.01
Crit Moves:		****		****			****				****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU (Uses as Cycle Length % Reduced (Future Volume Alternative)

Intersection #17 Fairview Ave/Sunset Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Fairview Avenue						Sunset 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	1	0	1	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	8	59	25	25	155	82	105	262	43	61	380	230
Growth Adj:	1.00	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	59	25	27	145	80	115	256	47	70	634	225
Added Vol:	0	0	0	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	65	25	27	145	80	115	256	47	70	634	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	65	25	27	145	80	115	256	0	70	634	225
Reduc. Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	65	25	27	145	80	115	256	0	70	634	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	65	25	27	145	80	115	256	0	70	634	225
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.62	0.38	1.00	2.00	1.00	1.00	1.48	0.52
Final Sat.:	1600	1600	1600	1600	1952	648	1600	3400	1600	1600	2500	831
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.02	0.02	0.07	0.12	0.07	0.07	0.00	0.04	0.25	0.27
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2021 Without Uptown - CLOS Analysis
AM Peak Hour - ICU

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

Intersection #16 Pelle Ave/Birch St

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B(12.3)

Street Name:	Pelle 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	0 0		0 1	0 0		1 0	1 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	7	1	5	21	9	16	29	101	19	45	249	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1	5	21	9	16	29	101	19	45	249	20
Added Vol:	0	0	13	0	0	0	0	4	0	4	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	1	18	21	9	16	29	105	19	49	250	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1	18	21	9	16	29	105	19	49	250	20
Reduc. Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	1	18	21	9	16	29	105	19	49	250	20
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:	389	343	51	472	510	128	276	xxxx	xxxxx	121	xxxx	xxxxx
Potent Cap.:	541	449	999	480	451	851	1255	xxxx	xxxxx	1479	xxxx	xxxxx
Move Cap.:	499	425	999	450	427	851	1255	xxxx	xxxxx	1479	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.02	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	A	A	*	*	A	A	A
Movement:	LT -	LR -	RT	LT -	LR -	RT	LT -	LR -	RT	LT -	LR -	RT
Shared Cap.:	xxxx	427	xxxxx	462	xxxx	851	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.2	xxxx	3.1	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd Cntla Del:	xxxxx	7.5	xxxxx	13.7	xxxx	10.7	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	B	A	B	*	*	*	A	A	A
ApproachDel:	7.5			12.3			xxxxxx			xxxxxx		
ApproachLOS:	A			B			*			*		

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

Uptown Newport
Year 2021 Without Uptown - CLOS Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU (Intersection Capacity Utilization) Method (Future Volume Alternative)

Intersection #1 Jamboree Rd/Main St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 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+A:	4.0	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 0	2 0	2 0	1 0	2 0	3 0	1 0	2 0	3 0	1 0
Volume Module:												
Base Vol:	641	1847	191	116	2336	616	157	300	260	703	532	104
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	701	1983	212	488	2749	674	152	306	284	769	800	114
Added Vol:	0	32	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	701	1983	212	488	2749	674	152	306	284	769	800	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	701	1983	0	488	2749	674	152	306	0	769	800	0
Reduc. Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	701	1983	0	488	2749	674	152	306	0	769	800	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:	701	1983	0	488	2749	674	152	306	0	769	800	0
OvlAdjVol:						506						
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.:	3200	6800	1700	3400	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
vol/cap:	0.21	0.29	0.00	0.14	0.40	0.40	0.04	0.06	0.00	0.23	0.16	0.00
OvlAdjVol:						0.35						
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - ICU

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Jamboree Rd						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			Prohibited			Prohibited		
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	2	0	1	0	0	0	4	0	0	0
Volume Module:												
Base Vol:	0	1771	610	0	1930	1700	0	0	0	1150	0	899
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	1936	667	0	2077	1859	0	0	0	1258	0	983
Added Vol:	0	32	0	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	1968	667	0	2095	1859	0	0	0	1258	0	983
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1968	0	0	2095	0	0	0	0	1258	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1968	0	0	2095	0	0	0	0	1258	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	1968	0	0	2095	0	0	0	0	1258	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	0.00	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	0.39	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.25	0.00	0.00
Crit Moves:		****		****						****		

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - ICU

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.009
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Jamboree Rd						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			Prohibited		
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	0	0	4	0	1	2	0	0
Volume Module:												
Base Vol:	0	1914	615	0	3024	294	589	0	1551	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	2084	670	0	3296	321	642	0	1406	0	0	0
Added Vol:	0	32	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2084	670	0	3319	321	642	0	1406	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	2084	0	0	3319	0	642	0	1406	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2084	0	0	3319	0	642	0	1406	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	2084	0	0	3319	0	642	0	1406	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	0.30	0.00	0.00	0.49	0.00	0.22	0.00	0.52	0.00	0.00	0.00
Crit Moves:	****				****				****			

Uptown Newport
Year 2021 Without Uptown - CLOA Analysis
AM Peak Hour - LOS

Level Of Service Computation Report
(ICU 2)(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	8	Average Delay (sec/veh):	******
Optimum Cycle:	91	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:	169	1484	184	595	2550	526	283	222	85	105	314	615
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	177	1601	201	651	2793	575	309	243	93	443	343	670
Added Vol:	0	45	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:	177	1646	201	651	2811	575	309	243	93	443	343	670
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:	177	1646	201	651	2811	0	309	243	93	443	343	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	1646	201	651	2811	0	309	243	93	443	343	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
Final Volume:	177	1646	201	651	2811	0	309	243	93	443	343	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	0.12	0.19	0.41	0.00	0.09	0.07	0.05	0.13	0.10	0.00
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2021 Without Uptown - CLOA Analysis
AM Peak Hour - TOT

Level Of Service Computation Report
(ICU 2)(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	8	Average Delay (sec/veh):	******
Optimum Cycle:	98	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			Permitted			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	0	2	1	0
Volume Module:																				
Base Vol:	223	1613	11	48	2187	477	62	31	27	30	50	145
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	245	1687	12	52	2381	522	68	33	40	33	55	159
Added Vol:	0	45	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	1732	12	52	2394	522	68	33	40	33	55	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	1732	12	52	2394	522	68	33	40	33	55	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1732	12	52	2394	522	68	33	40	33	55	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	245	1732	12	52	2394	522	68	33	40	33	55	159
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	0.47	0.31	0.02	0.09	0.03	0.02	0.03	0.09
Crit Moves:	****				****		****				****	

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Uptown Newport
Year 2021 Without Uptown CEQA Analysis
AM Peak Hour - LOS

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

Intersection #26 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	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	0	0	0	2
Volume Module:												
Base Vol:	180	1357	61	297	1797	143	150	276	41	542	452	231
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	.06	.06	1.06	1.09	1.09	1.09
Initial Bse:	197	1527	70	325	1954	162	166	301	45	591	494	220
Added Vol:	0	116	0	0	34	0	0	0	0	0	0	0
Committed V:	0	32	0	0	74	0	0	2	1	1	3	0
Initial Fut:	197	1675	70	325	2062	162	166	306	46	594	497	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	1675	70	325	2062	162	166	306	0	594	497	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1675	70	325	2062	162	166	306	0	594	497	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	197	1675	70	325	2062	162	166	306	0	594	497	220
Saturation Flow Module:												
Sat/Lane:	1600	1900	1900	1900	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	3.94	0.16	2.00	3.78	0.22	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	6527	273	3400	4722	271	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.10	0.44	0.44	0.05	0.09	0.00	0.17	0.15	0.13
Crit Moves:	****				****			****		****		

CEQA 2021 w/o Uptown AM Wed Feb 22, 2012 14:20:05 Page 29-1

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - ICU

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

Intersection #26 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.816
Loss time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	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:	2	0	2	1	0	1	0	3	0	1	1	0
Volume Module:												
Base Vol:	152	1526	1	5	1874	497	154	0	28	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	165	1663	1	5	2043	543	167	0	30	0	0	0
Added Vol:	0	55	0	0	30	0	17	0	0	0	0	0
Committed V:	0	23	0	0	74	1	0	0	0	0	0	0
Initial Fut:	167	1801	1	5	2153	543	184	0	28	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:	167	1801	1	5	2153	0	184	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1801	1	5	2153	0	184	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	.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
Final Volume:	167	1801	1	5	2153	0	184	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	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1700	5097	3	1700	5100	1700	3355	45	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.35	0.35	0.00	0.42	0.00	0.05	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				

Uptown Newport
Year 2021 Without Uptown - CICA Analysis
AM Peak Hour - ICU

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

Intersection #27 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	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:	2	0	2	1	0	2	0	3	1	0	1	1
Volume Module:												
Base Vol:	0	1696	95	313	1895	30	25	0	27	0	2	259
Growth Adj:	1.05	1.05	1.05	1.09	1.09	1.09	1.05	1.05	1.05	1.09	1.09	1.09
Initial Bse:	0	1782	99	342	2066	33	26	0	28	0	2	326
Added Vol:	0	65	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1851	99	342	2099	33	26	0	28	0	2	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1851	99	342	2099	33	26	0	28	0	2	326
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1851	99	342	2099	33	26	0	28	0	2	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1851	99	342	2099	33	26	0	28	0	2	326
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	1.06	2.00	4.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	4903	167	3400	6800	1700	1700	0	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.59	0.10	0.31	0.02	0.01	0.00	0.02	0.00	0.00	0.19
Crit Moves:		****		****			****					****

Uptown Newport
Year 2021 Without Uptown - CICA Analysis
AM Peak Hour - ICU

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

Intersection #27 Jamboree Rd/Michelson Dr N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Jamboree Road						Michelson 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	0	0	2	1	1	3	0	0	0
Volume Module:												
Base Vol:	510	910	114	0	828	227	0	0	0	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	561	999	125	0	911	250	0	0	0	0	0	0
Added Vol:	0	209	0	0	160	2	0	0	0	0	0	0
Committed V:	29	58	21	0	85	15	0	0	0	0	0	0
Initial Fut:	590	1266	146	0	1156	266	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:	590	1266	146	0	1156	266	0	0	0	0	0	0
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	590	1266	146	0	1156	266	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:	590	1266	146	0	1156	266	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.51	1.09	0.00	3.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	2561	1736	0	4800	1600	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.49	0.08	0.00	0.24	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Uptown Newport
Year 2021 without Uptown - CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU (Intersection Cycle Length) Method (Future Volume Alternative)

Intersection #29 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.444
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	1	0	0	1	0	4	0	1	2
Volume Module:												
Base Vol:	13	1449	55	65	1547	98	123	3	42	29	0	39
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1594	60	54	1704	108	123	3	42	29	0	39
Added Vol:	0	268	0	0	160	0	0	0	0	0	0	0
Committed V:	0	30	0	0	98	14	1	0	1	0	0	0
Initial Fut:	29	1896	60	54	1960	122	124	3	43	29	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:	29	1896	60	54	1960	122	124	3	43	29	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1896	60	54	1960	122	124	3	43	29	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:	29	1896	60	54	1960	122	124	3	43	29	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	3.96	0.04	1.00	4.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6279	121	1600	6400	1600	4800	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.03	0.30	0.07	0.04	0.00	0.03	0.02	0.00	0.02
Crit Moves:		****			****		****			****		

Uptown Newport
Year 2021 without Uptown - CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU (Intersection Cycle Length) Method (Future Volume Alternative)

Intersection #28 Jamboree Rd/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	5	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	0	0	0	3	0	3	1	1	1
Volume Module:												
Base Vol:	0	1769	96	0	651	3	635	253	996	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1946	106	0	716	3	635	253	996	0	0	0
Added Vol:	0	260	0	0	160	0	5	0	0	0	0	0
Committed V:	0	116	0	0	93	0	3	4	113	0	0	0
Initial Fut:	0	1922	106	0	969	3	643	257	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	1922	106	0	969	3	643	257	1109	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1922	106	0	969	3	643	257	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	1922	106	0	969	3	643	257	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	4.91	0.09	0.00	3.00	0.00	2.00	1.00	3.00	0.00	0.00	0.00
Final Sat.:	0	7861	139	0	4800	0	3200	1600	4800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.20	0.00	0.20	0.16	0.23	0.00	0.00	0.00
Crit Moves:		****			****				****			

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - LOS

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):	0.565
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	58	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	2	0
Volume Module:												
Base Vol:	90	1217	191	0	1173	254	413	106	35	254	134	197
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	1344	210	0	1291	279	413	106	35	254	134	197
Added Vol:	0	268	75	0	150	0	0	0	0	22	0	0
PasserByVol:	0	93	0	0	178	0	0	0	0	0	0	4
Initial Fut:	99	1705	285	0	1619	279	413	106	35	276	134	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	1705	285	0	1619	279	413	106	35	276	134	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1705	285	0	1619	279	413	106	35	276	134	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	1705	285	0	1619	279	413	106	35	276	134	201
Saturation Flow Module:												
Sat/Lane:	1600	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	0.31	1.00	2.00	1.00	1.00
Final Sat.:	1600	5400	1800	3600	5400	1800	2846	654	1800	3600	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.16	0.00	0.30	0.16	0.15	0.16	0.02	0.08	0.08	0.11
Crit Moves:	****				****		****			****		

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - LOS

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):	0.644
Loss Time (sec):	8	Average Delay (sec/veh):	******
Optimal Cycle:	92	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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	2	0	1	0	1	2	0
Volume Module:												
Base Vol:	414	199	144	23	26	227	441	510	70	195	855	87
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	456	219	157	25	28	249	480	556	76	212	931	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	456	219	157	25	28	249	480	556	76	212	931	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	456	219	157	25	28	0	480	556	76	212	931	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	219	157	25	28	0	480	556	76	212	931	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	456	219	157	25	28	0	480	556	76	212	931	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	3800	1900	3800	1900	1900	3800	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.24	0.06	0.08	0.01	0.02	0.00	0.14	0.15	0.04	0.12	0.25	0.00
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - ICU

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

Intersection #23 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	93	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	0	1	0	1	0	0	0
Volume Module:												
Base Vol:	0	0	0	149	0	203	113	691	0	0	956	97
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	160	0	356	124	518	0	0	936	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	356	124	518	0	0	936	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	356	124	518	0	0	936	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	356	124	518	0	0	936	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	356	124	518	0	0	936	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1900	1900	1900	0	0	3600	374
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.19	0.07	0.30	0.00	0.00	0.26	0.26
Crit Moves:						****	****				****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - ICU

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

Intersection #33 Harvard Ave/Nicholson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	44	Level Of Service:	D

Street Name:	Harvard Avenue						Nicholson 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
Volume Module:												
Base Vol:	59	252	26	147	714	457	140	246	56	128	717	189
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	100	319	26	151	781	500	153	271	59	139	828	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	319	26	151	781	500	153	271	59	139	828	205
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:	100	319	26	151	781	500	153	271	0	139	828	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	319	26	151	781	500	153	271	0	139	828	205
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:	100	319	26	151	781	500	153	271	0	139	828	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	0.16	1.00	2.00	1.00	0.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	1733	3142	238	1700	3400	1900	1900	3800	1900	1733	3724	676
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.09	0.23	0.26	0.08	0.00	0.00	0.08	0.30	0.30
Crit Moves:	****					****	****				****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour ICU

Level Of Service Computation Report
ICU (Intersection Cycle Length 1) Method (Future Volume Alternative)

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Intersection #34 Campus Dr/Bristol St N

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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			Perm+Ped		
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	0	4	0	2	0
Volume Module:												
Base Vol:	431	1499	0	0	235	143	0	0	0	139	937	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:	431	1499	0	0	235	143	0	0	0	139	937	157
Added Vol:	0	170	0	0	65	39	0	0	0	5	34	0
Committed V:	0	6	0	0	1	0	0	0	0	0	6	0
Initial Fut:	431	1664	0	0	301	182	0	0	0	139	979	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:	431	1664	0	0	301	182	0	0	0	139	979	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	1664	0	0	301	182	0	0	0	139	979	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:	431	1664	0	0	301	182	0	0	0	139	979	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	2.00	0.00	0.00	0.00	3.00	0.45	2.55	0.55
Final Sat.:	3200	4800	0	0	3200	0	0	0	4800	720	4080	880
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.00	0.00	0.09	0.06	0.00	0.00	0.00	0.19	0.24	0.18
Crit Moves:		****		****							****	

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Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour ICU

Level Of Service Computation Report
ICU (Intersection Cycle Length 1) Method (Future Volume Alternative)

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Intersection #35 Birch St/Bristol St N

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	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	2	0	0	0	1	1	2	1
Volume Module:												
Base Vol:	63	959	0	0	352	106	0	0	0	352	1371	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:	63	959	0	0	352	106	0	0	0	352	1371	222
Added Vol:	0	4	0	0	0	15	0	0	0	0	3	0
Committed V:	0	0	0	0	26	0	0	0	0	10	1	0
Initial Fut:	63	963	0	0	378	121	0	0	0	362	1375	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:	63	963	0	0	378	121	0	0	0	362	1375	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	963	0	0	378	121	0	0	0	362	1375	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:	63	963	0	0	378	121	0	0	0	362	1375	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	4.00	0.00	0.00	2.00	0.00	0.00	0.00	1.00	1.17	3.34	0.51
Final Sat.:	3200	3200	0	0	3200	3200	0	0	1600	1866	5314	822
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.00	0.00	0.06	0.04	0.00	0.00	0.00	0.19	0.26	0.27
Crit Moves:		****		****								****

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Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - ICU

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

Intersection #36 Campus Drive/Bristol St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	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	2 1	2 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	0	954	174	99	274	0	1065	1468	420	0	0	0
Growth Adj:	1.13	1.13	1.13	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	941	192	99	271	0	1065	1468	420	0	0	0
Added Vol:	0	152	1	0	68	0	19	3	0	0	0	0
Committed D:	0	4	0	0	1	0	0	26	0	0	0	0
Initial Fut:	0	1099	193	99	342	0	1087	1497	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	1099	193	99	342	0	1087	1497	420	0	0	0
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1099	193	99	342	0	1087	1497	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	1099	193	99	342	0	1087	1497	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	4.00	0.75	1.00	3.00	0.00	1.68	2.32	2.00	0.00	0.00	0.00
Final Sat.:	0	6904	1136	1600	4800	0	2682	3708	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.06	0.07	0.00	0.40	0.40	0.13	0.00	0.00	0.00
Crit Moves:		****		****			****					

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - ICU

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):	0.369
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	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	3 1	1	2 0	3 0	0	1 1	2 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	269	253	178	345	0	677	909	165	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	677	909	165	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed V:	0	14	14	0	76	0	0	0	25	0	0	0
Initial Fut:	0	283	267	178	421	0	677	909	165	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	677	909	165	0	0	0
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	283	267	178	421	0	677	909	165	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	677	909	165	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	2.36	1.94	2.00	3.00	0.00	1.00	3.00	0.45	0.00	0.00	0.00
Final Sat.:	0	3793	3127	3200	4800	0	1600	4800	719	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.06	0.09	0.00	0.42	0.21	0.23	0.00	0.00	0.00
Crit Moves:		****		****			****					

Uptown Newport
Year 2021 Without Uptown - CROA Analysis
AM Peak Hour - 100

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

Intersection #29 Bayview / Jamboree

Cycle (sec):	100	Critical Vol./Cap.(X):	0.411
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Bayview Place									Irvine Ave					
Approach:	North Bound			South Bound			East Bound			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	2	0	0	0			
Volume Module:															
Base Vol:	0	0	81	0	0	0	0	2400	200	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	2400	200	0	0	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Committed #:	0	0	2	0	0	0	0	50	2	0	0	0			
Initial Fut:	0	0	83	0	0	0	0	2450	202	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	2462	202	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	2462	202	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	2462	202	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	0.13	0.00	0.00	0.00			
Crit Moves:			****					****							

Uptown Newport
Year 2021 Without Uptown - CROA Analysis
AM Peak Hour - 100

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

Intersection #35 Irvine Avenue / Newport Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	A

Street Name:	Irvine Avenue						Newport 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	0	0	1	0	0	2	0	1	0	1
Volume Module:												
Base Vol:	95	912	300	0	690	31	86	143	54	156	34	7
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	73	1007	338	0	456	34	86	143	94	155	34	7
Added Vol:	0	155	0	0	0	0	0	0	0	0	0	0
Committed #:	0	0	26	0	0	0	0	0	1	5	0	0
Initial Fut:	73	1162	364	0	564	34	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:	73	1162	364	0	564	34	86	143	95	172	34	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1162	364	0	564	34	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:	73	1162	364	0	564	34	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	1.00	0.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1925	1277	1600	1267	273
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.23	0.01	0.12	0.02	0.05	0.07	0.07	0.05	0.02	0.03
Crit Moves:		****			****				****		****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU 1 (Fixed Cycle Length) Method (Future Volume Alternative)

Intersection #40 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	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:	0	2	1	0	1	3	2	0	1	1	0	2
Volume Module:												
Base Vol:	45	554	318	104	1551	203	189	367	16	35	418	238
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	47	554	328	114	1598	209	207	401	16	38	457	260
Added Vol:	0	15	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	569	328	114	1620	209	207	401	16	38	457	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	569	328	114	1620	209	207	401	16	38	457	260
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	569	328	114	1620	209	207	401	16	38	457	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	569	328	114	1620	209	207	401	16	38	457	260
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:	1.33	2.33	1.33	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1785	3573	1785	1785	3570	1785	1785	3573	1785	1785	3570	1785
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.18	0.06	0.51	0.12	0.12	0.11	0.01	0.02	0.13	0.15
Crit Moves:	****				****		****					****

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU 1 (Fixed Cycle Length) Method (Future Volume Alternative)

Intersection #41 Mesa Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	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	2	0	0	1	0
Volume Module:												
Base Vol:	33	0	67	0	0	0	0	903	102	147	1505	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	36	0	72	0	0	0	0	930	105	151	1550	0
Added Vol:	0	0	0	0	0	0	0	75	0	0	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	0	72	0	0	0	0	1005	105	151	1600	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:	36	0	72	0	0	0	0	1005	105	151	1600	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	72	0	0	0	0	1005	0	151	1600	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:	36	0	72	0	0	0	0	1005	105	151	1600	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	0.31	0.07	0.09	0.47	0.00
Crit Moves:	****						****				****	

Uptown Newport
Year 2021 Without Uptown - CSQA Analysis
AM Peak Hour TCU

Level Of Service Computation Report
(Q0 Index as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 California Ave/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	8	Average Delay (sec/veh):	******
Optimal Cycle:	33	Level Of Service:	B

Street Name:	California Avenue						University Drive					
Approach:	North Bound			South Bound			West Bound			East 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
Volume Module:												
Base Vol:	30	0	42	0	0	0	0	1008	323	713	1072	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	42	0	90	0	0	0	0	1102	329	779	1172	0
Added Vol:	0	0	0	0	0	0	0	75	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	0	90	0	0	0	0	1177	329	779	1194	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	0	90	0	0	0	0	1177	329	779	1194	0
ReduceVol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	0	90	0	0	0	0	1177	329	779	1194	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	00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	0	90	0	0	0	0	1177	329	779	1194	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	00	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	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	0.35	0.19	0.23	0.35	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2021 Without Uptown - CSQA Analysis
AM Peak Hour TCU

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

Intersection #43 Birch Dwy

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A(0.0)

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	1	1	0	0
Volume Module:												
Base Vol:	1	0	14	0	0	0	0	0	21	91	323	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	00	.00	1.00	1.00	1.00
Initial Bse:	1	0	14	0	0	0	0	00	21	91	323	0
Added Vol:	0	0	0	0	0	0	0	17	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	14	0	0	0	0	00	21	91	328	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	00	1.00	1.00	1.00
PHF Volume:	1	0	14	0	0	0	0	00	21	91	328	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	14	0	0	0	0	00	21	91	328	0
Critical Gap Module:												
Critical Gp:	6.8	6.8	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:												
Cshared Vol:	369	339	59	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	118	xxxx	xxxxx
Potenk Cap.:	610	483	1331	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1463	xxxx	xxxxx
Move Cap.:	556	439	1331	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1183	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
LnShrd1Lg:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	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	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	957	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	8.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	A	*	*	*	*
ApproachDel:	8.9			xxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour ICU

Scenario Report

Scenario:	CEQA 2021 - w/o Uptown PM ICU
Command:	CEQA 2021 - w/o Uptown PM ICU
Volume:	2021 Ex+Comml. PM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	Cumulative PM
Trip Distribution:	Cumulative
Paths:	Project
Routes	Default Route
Configuration:	ICU

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour ICU

Trip Generation Report

Forecast for Cumulative PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
300	Newport Coas	1.00	Residential	926.00	557.00	926	557	1483	10.5
	Zone 302 Subtotal					926	557	1483	10.5
305	Banning Ranc	1.00	Banning Ranch	659.00	447.00	659	447	1106	7.8
	Zone 305 Subtotal					659	447	1106	7.8
301	Irvine 10.15	1.00	Irvine Approve	985.00	410.00	985	410	1395	9.9
	Zone 301 Subtotal					985	410	1395	9.9
302	Irvine 10.16	1.00	Irvine Approve	386.00	224.00	386	224	610	4.3
	Zone 302 Subtotal					386	224	610	4.3
303	Irvine 10.18	1.00	Irvine Approve	106.00	241.00	106	241	347	2.5
	Zone 303 Subtotal					106	241	347	2.5
304	Irvine 10.26	1.00	Irvine Approve	2481.00	6609.00	2481	6609	9090	64
	Zone 304 Subtotal					2481	6609	9090	64.2
TOTAL						5543	8088	14031	99.1

Uptown Newport
Year 2021 Without Uptown - CMGA Analysis
PM Peak Hour - TCU

Trip Generation Report

Forecast Sov Mall Project PM

Zone #	Subzone	Area	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Mall Center	10	Mall	81.00	49.00	81	49	130	0.9
	Zone 101 Subtotal					81	49	130	0.9
TOTAL						81	49	130	0.9

Uptown Newport
Year 2021 Without Uptown - CMGA Analysis
PM Peak Hour - TCU

Turning Movement Report
Cornerstone PM + Mall Project MC

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 MacArthur Blvd/Main St													
Base	748	1255	543	294	1126	105	98	719	695	537	723	625	7672
Added	0	19	0	0	32	0	0	0	0	0	0	0	51
Total	748	1275	543	294	1158	105	98	719	695	537	723	625	7723
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	2149	1052	621	1808	0	0	0	0	552	0	710	6693
Added	0	19	18	0	32	0	0	0	0	0	0	0	69
Total	0	2168	1070	621	1840	0	0	0	0	552	0	710	6762
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	2183	735	645	1495	415	0	0	0	729	307	703	7251
Added	0	38	0	0	0	0	0	0	0	32	0	0	101
Total	0	2221	735	645	1495	415	0	0	0	761	307	703	7351
#4 MacArthur Blvd/Michelson Dr													
Base	140	1778	112	868	1887	0	492	212	137	510	101	858	6966
Added	0	38	0	0	63	0	0	0	0	0	0	0	101
Total	140	1816	112	868	1950	0	492	212	137	510	101	858	7067
#5 MacArthur Blvd/Campus Dr													
Base	125	1114	65	931	1145	759	585	719	115	133	1155	175	6717
Added	0	66	0	0	103	7	4	0	0	0	0	0	180
Commit	0	56	0	0	23	1	0	0	0	0	0	1	81
Total	125	1236	65	931	1331	777	589	719	115	133	1155	176	6917
#6 MacArthur Blvd/Birch St													
Base	124	742	28	63	921	139	274	137	56	56	381	125	3226
Added	0	62	0	16	137	0	0	15	0	0	0	10	219
Commit	0	61	0	0	21	0	13	18	0	0	8	0	119
Total	124	845	28	63	1071	139	292	230	56	56	408	135	3564
#7 MacArthur Blvd/Von Karman Ave													
Base	41	605	135	33	879	80	111	172	152	615	66	63	2575
Added	0	62	107	0	137	0	0	6	0	136	0	0	448
Commit	0	46	2	7	24	0	0	0	0	0	1	0	80
Total	41	713	248	37	1017	80	111	178	152	751	67	63	3494
#8 MacArthur Blvd/Jamboree Rd													
Base	959	471	435	173	1385	551	214	1068	28	665	1022	172	5903
Added	0	105	94	0	210	7	30	186	0	82	288	3	1010
Commit	6	42	1	4	21	11	11	70	0	1	49	3	219
Total	965	618	473	174	1617	573	245	1324	28	752	1359	175	7132

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - 100

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#9 MacArthur Blvd/Eastbluff Dr													
Base	0	1374	112	40	1525	0	0	0	0	450	0	200	4122
Added	0	72	0	0	102	0	0	0	0	0	0	0	174
Total	0	1446	112	40	2001	0	0	0	0	450	0	200	4296
#10 MacArthur Blvd NB/University Dr													
Base	27	0	243	0	0	0	0	944	94	484	818	0	2581
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	27	0	243	0	0	0	0	1329	94	664	892	0	2670
#11 MacArthur Blvd SB/University Dr													
Base	0	0	100	0	0	0	0	775	36	296	430	0	1635
Added	0	0	0	0	0	0	0	43	0	0	74	0	117
Total	0	0	100	0	0	0	0	818	36	296	504	0	1752
#14 Von Karman Ave/Main St													
Base	341	1195	302	162	678	212	517	1815	135	73	760	114	5532
Added	0	2	0	0	2	0	0	0	0	0	0	0	5
Total	341	1197	302	162	680	212	517	1815	135	133	760	114	5537
#15 Von Karman Ave/Michelson Dr													
Base	73	1065	115	354	1392	413	327	575	95	98	741	387	5478
Added	0	9	0	0	4	0	0	0	0	0	0	0	9
Total	73	1074	115	354	1406	413	327	575	105	198	741	387	5484
#16 Von Karman Ave/Airport Dr													
Base	65	103	90	53	1423	58	22	180	160	65	211	124	3609
Added	0	2	0	0	4	0	0	0	0	0	0	0	6
Total	65	105	90	53	1427	58	22	180	160	65	211	124	3615
#18 Von Karman Ave/Campus Dr													
Base	57	605	191	245	1375	512	241	600	67	126	887	93	4513
Added	0	2	0	0	4	0	0	0	0	0	0	0	6
Commit	0	3	3	3	1	0	0	0	0	2	2	0	9
Total	57	610	194	248	1381	512	241	600	67	128	889	93	4528
#19 Von Karman Ave/Birch St													
Base	44	439	39	19	602	123	106	165	19	10	217	41	855
Added	10	85	0	1	122	0	0	2	28	1	8	1	260
Total	54	513	39	19	724	123	106	167	47	11	225	42	2115
#20 Tallow Ave/Campus Dr													
Base	44	124	72	144	136	159	54	653	33	55	475	85	2352
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	124	72	144	136	159	54	653	33	55	475	85	2352

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - 100

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#18 Teller Ave/Birch St													
Base	15	20	45	52	2	46	13	258	7	4	145	8	622
Added	0	0	5	0	0	0	0	2	0	12	4	0	25
Total	15	20	50	52	2	46	13	260	7	16	147	8	647
#19 Jamboree Rd/Main St													
Base	511	2937	534	356	2517	218	115	1309	814	522	395	328	11102
Added	0	19	0	0	32	0	0	2	0	0	0	0	51
Total	511	2956	534	356	2549	218	115	1311	814	522	395	328	11153
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	3839	1006	0	2606	1266	0	0	0	815	0	250	9850
Added	0	19	0	0	32	0	0	0	0	12	0	0	63
Total	0	3858	1006	0	2638	1266	0	0	0	815	0	250	10013
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	3142	1170	0	3134	700	1614	0	1139	0	0	0	10888
Added	0	19	7	0	44	0	0	0	0	0	0	0	50
Total	0	3161	1177	0	3178	700	1614	0	1139	0	0	0	10938
#22 Jamboree Rd/Michelson Dr													
Base	74	2613	608	1210	2288	471	1131	412	196	556	865	757	10382
Added	0	27	0	0	44	0	0	0	0	0	0	0	71
Total	74	2640	608	1210	2332	471	1131	412	196	556	865	757	10453
#23 Jamboree Rd/Airport Dr													
Base	101	2592	32	159	2202	229	595	93	244	55	66	57	6266
Added	0	27	0	0	44	0	0	0	0	0	0	0	71
Total	101	2619	32	159	2246	229	595	93	244	55	66	57	6337
#24 Jamboree Rd/Campus Dr													
Base	55	2[illegible]	461	403	1525	232	450	393	280	109	409	986	7401
Added	0	90	0	0	115	0	0	0	0	0	0	0	205
Commit	0	72	1	0	44	0	0	3	0	1	2	0	123
Total	55	2[illegible]	461	403	1684	232	450	396	280	106	411	986	7729
#25 Jamboree Rd/Birch St													
Base	155	2160	1	1	2095	210	477	0	768	0	0	0	5174
Added	0	60	0	0	88	16	10	0	0	0	0	0	185
Commit	0	92	0	0	44	0	0	0	1	0	0	0	137
Total	155	2312	1	1	2227	232	487	0	769	0	0	0	5496
#26 Jamboree Rd/Bristol Bd													
Base	15	2160	29	337	2071	3	7	0	116	21	11	313	5142
Added	0	60	0	0	99	0	0	0	0	0	0	0	159
Total	15	2220	29	337	2170	3	7	0	116	21	11	313	5301

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - TOT

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#27 Jamboree Rd/Bristol St N													
Base	509	1035	923	3	935	595	0	0	0	0	0	0	4505
Added	0	256	0	0	292	7	0	0	0	0	0	0	555
Commit	27	106	57	0	61	8	0	0	0	0	0	0	259
Total	536	1397	980	3	1289	609	0	0	0	0	0	0	5319
#28 Jamboree Rd/Bristol St													
Base	0	2006	117	0	990	0	[illegible]	509	857	0	0	0	5284
Added	0	201	0	0	292	0	4	0	0	0	0	0	497
Commit	0	179	0	0	31	0	37	24	117	0	0	0	410
Total	0	2386	117	0	1313	0	412	533	974	0	0	0	6199
#29 Jamboree Rd/Bayview Ay													
Base	53	1625	38	51	1977	64	54	0	59	39	0	86	4153
Added	0	201	0	0	292	0	0	0	0	0	0	0	493
Commit	0	80	0	0	59	3	4	0	10	0	0	0	147
Total	53	2106	38	51	2328	67	58	0	69	39	0	86	4787
#30 Jamboree Rd/University Dr													
Base	41	1582	268	166	1338	381	216	66	9	252	142	88	4780
Added	0	201	49	0	292	0	0	0	0	91	0	0	633
Commit	0	186	0	4	143	0	0	0	0	0	0	2	330
Total	41	1969	318	170	1973	381	216	66	12	335	142	90	5743
#31 Carlson Ave/Michelson Dr													
Base	58	85	374	152	152	134	572	645	473	305	774	163	4932
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	58	85	374	152	152	494	572	1245	473	305	774	163	4932
#32 Carlson Ave/Campus Dr													
Base	0	0	0	199	0	195	271	1117	0	0	693	132	2757
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	199	0	195	271	1117	0	0	693	132	2757
#33 Harvard Ave/Michelson Dr													
Base	82	579	139	579	524	506	487	1044	137	82	429	281	4855
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	82	579	139	579	524	506	487	1044	137	82	429	281	4855
#34 Campus Dr/Bristol St N													
Base	478	631	0	0	722	702	0	0	0	235	1955	206	4988
Added	0	115	0	0	158	27	0	0	0	2	15	0	317
Commit	0	4	0	0	9	3	0	0	0	2	39	0	48
Total	478	750	0	0	889	732	0	0	0	239	2009	206	5353

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - TOT

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#35 Birch St/Bristol St N													
Base	154	988	0	0	437	653	0	0	0	417	1431	129	3750
Added	0	15	0	0	3	8	0	0	0	0	7	0	31
Commit	37	38	0	0	17	3	0	0	0	21	6	0	127
Total	191	1041	0	0	457	662	0	0	0	438	1444	129	3918
#36 Campus Dr/Bristol St													
Base	0	729	216	909	837	0	421	900	536	0	0	0	3881
Added	0	56	3	0	148	0	40	17	0	0	0	0	280
Commit	0	2	0	0	3	0	2	17	1	0	0	0	25
Total	0	807	219	909	1000	0	463	934	537	0	0	0	4186
#37 Birch St/Bristol St S													
Base	0	230	212	287	567	0	227	996	124	0	0	0	2673
Added	0	0	0	0	0	0	15	0	0	0	0	0	15
Commit	0	54	57	0	48	0	0	7	15	0	0	0	221
Total	0	284	315	287	615	0	242	1003	139	0	0	0	2909
#38 Bayview St/Bristol St													
Base	0	0	250	0	0	0	0	2514	301	0	0	0	2565
Added	0	0	0	0	0	0	0	4	0	0	0	0	4
Commit	0	0	23	0	0	0	0	26	0	0	0	0	49
Total	0	0	273	0	0	0	0	2544	301	0	0	0	2618
#39 Irvine Avenue / Mesa Drive													
Base	51	621	188	7	1282	192	25	53	106	494	170	16	3164
Added	0	95	0	0	132	0	0	0	0	0	0	0	235
Commit	0	2	16	0	2	0	0	0	0	37	0	0	55
Total	51	701	174	7	1416	192	25	53	106	531	170	16	3454
#40 University Dr/Campus Dr													
Base	201	1611	387	82	973	92	401	635	122	260	582	120	5657
Added	0	45	0	0	74	0	0	0	0	0	0	0	119
Total	201	1656	387	82	1047	92	401	635	122	260	582	120	5776
#41 Mesa Rd/University Dr													
Base	159	0	213	0	0	0	0	2156	61	195	1143	0	3853
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	159	0	213	0	0	0	0	2201	61	195	1217	0	3972
#42 California Ave/University Dr													
Base	252	0	943	0	0	0	0	1306	61	93	1210	0	3865
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	252	0	943	0	0	0	0	1351	61	93	1322	0	3984

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - TOD

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#43 Birch Dwy													
Base	58	0	46	0	0	0	0	210	25	19	83	0	538
Added	0	0	0	0	0	0	0	10	0	0	10	0	26
Total	58	0	46	0	0	0	0	220	25	19	95	0	564
#238 Prog Dwy on Jamboree Rd (right-in / right out commercial access)													
Base	42	1730	0	0	1923	12	15	0	46	0	0	0	3770
Added	0	60	0	0	99	0	0	0	0	0	0	0	159
Total	42	1790	0	0	2024	12	15	0	46	0	0	0	3929

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - TOD

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	0.817	D	xxxxx	0.818	+ 0.005 V/C
# 2 MacArthur Blvd/I-405 NB Ramps	C	xxxxx	0.740	C	xxxxx	0.743	+ 0.003 V/C
# 3 MacArthur Blvd/I-405 SB Ramps	D	xxxxx	0.819	D	xxxxx	0.834	+ 0.015 V/C
# 4 MacArthur Blvd/Michelson Dr	F	xxxxx	0.946	E	xxxxx	0.952	+ 0.006 V/C
# 5 MacArthur Blvd/Campus Dr	F	xxxxx	0.923	E	xxxxx	0.929	+ 0.006 V/C
# 6 MacArthur Blvd/Birch St	A	xxxxx	0.457	A	xxxxx	0.594	+ 0.037 V/C
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.455	A	xxxxx	0.528	+ 0.073 V/C
# 8 MacArthur Blvd/Jamboree Rd	C	xxxxx	0.747	D	xxxxx	0.872	+ 0.125 V/C
# 9 MacArthur Blvd/Fairchild Rd	D	xxxxx	0.698	C	xxxxx	0.718	+ 0.020 V/C
# 10 MacArthur Blvd NB/University Dr	B	xxxxx	0.646	B	xxxxx	0.655	+ 0.009 V/C
# 11 MacArthur Blvd SB/University Dr	A	xxxxx	0.324	A	xxxxx	0.334	+ 0.009 V/C
# 12 Von Karman Ave/Main St	E	xxxxx	0.909	E	xxxxx	0.924	+ 0.001 V/C
# 13 Von Karman Ave/Michelson Dr	F	xxxxx	0.943	E	xxxxx	0.945	+ 0.001 V/C
# 14 Von Karman Ave/Dupont Dr	D	xxxxx	0.647	B	xxxxx	0.648	+ 0.001 V/C
# 15 Von Karman Ave/Campus Dr	E	xxxxx	0.939	E	xxxxx	0.941	+ 0.002 V/C
# 16 Von Karman Ave/Birch St	A	xxxxx	0.350	A	xxxxx	0.397	+ 0.047 V/C
# 17 Teller Ave/Campus Dr	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
# 18 Teller Ave/Birch St	D	11.5	0.064	B	11.6	0.068	+ 0.128 D/V
# 19 Jamboree Rd/Main St	F	xxxxx	1.039	F	xxxxx	1.039	+ 0.005 V/C
# 20 Jamboree Rd/I-405 NB Ramps	E	xxxxx	0.900	E	xxxxx	0.966	+ 0.005 V/C
# 21 Jamboree Rd/I-405 SB Ramps	E	xxxxx	0.958	E	xxxxx	0.992	+ 0.005 V/C
# 22 Jamboree Rd/Michelson Dr	F	xxxxx	1.214	F	xxxxx	1.219	+ 0.004 V/C
# 23 Jamboree Rd/Dupont Dr	C	xxxxx	0.778	C	xxxxx	0.792	+ 0.004 V/C

Uptown Newport
Year 2021 Without Uptown CEQA Analysis
PM Peak Hour - ICU

Intersection	Base Del/ Veh	V/C	Future Del/ Veh	V/C	Change in V/C
1 24 Jamboree Rd/Campus Dr	E xxxxx	0.812	D xxxxx	0.862	+ 0.021 V/C
1 25 Jamboree Rd/Birch St	E xxxxx	0.654	C xxxxx	0.723	+ 0.031 V/C
# 26 Jamboree Rd/Fairchild Rd	C xxxxx	0.770	C xxxxx	0.783	+ 0.012 V/C
# 27 Jamboree Rd/Bristol St S	A xxxxx	0.510	A xxxxx	0.575	+ 0.065 V/C
# 28 Jamboree Rd/Bristol St	A xxxxx	0.546	B xxxxx	0.630	+ 0.084 V/C
# 29 Jamboree Rd/Bayview Wy	A xxxxx	0.428	A xxxxx	0.471	+ 0.043 V/C
# 30 Jamboree Rd/University Dr	A xxxxx	0.550	D xxxxx	0.652	+ 0.104 V/C
# 31 Carlson Ave/Dickelson Dr	[illegible] xxxxx	0.702	E xxxxx	0.921	+ 0.220 V/C
# 32 Carlson Ave/Campus Dr	D xxxxx	0.648	D xxxxx	0.870	+ 0.222 V/C
# 33 Harvard Ave/Dickelson Dr	[illegible] xxxxx	0.763	E xxxxx	0.957	+ 0.220 V/C
# 34 Campus Dr/Bristol St N	C xxxxx	0.710	C xxxxx	0.727	+ 0.017 V/C
# 35 [illegible] St/Bristol St N	A xxxxx	0.555	A xxxxx	0.574	+ 0.019 V/C
# 36 Campus Dr/Bristol St	A xxxxx	0.491	A xxxxx	0.502	+ 0.011 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	0.499	+ 0.012 V/C
# 39 Irvine Avenue / Mesa Drive	A xxxxx	0.515	A xxxxx	0.561	+ 0.046 V/C
# 40 University Dr/Campus Dr	D xxxxx	0.657	D xxxxx	0.957	+ 0.300 V/C
# 41 Mesa Rd/University Dr	[illegible] xxxxx	0.690	E xxxxx	0.905	+ 0.215 V/C
# 42 Vallecitos Ave/University Dr	C xxxxx	0.770	C xxxxx	0.723	+ 0.015 V/C
# 43 Bird Day	[illegible] 0.0	0.0	E 31.5	0.153	+ 0.148 D/V
(2)6 Prop Tax on Jamboree Rd	F 103.9	0.783	F 163.1	0.962	153.240 D/V

Uptown Newport
Year 2021 Without Uptown CEQA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU 11Case 2a Cycle Length 90 Method (Future Volume Alternative)

Intersection #1 MacArthur Blvd/Main St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: D

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 2	2 0	2	0 1

Volume Module:

Base Vol:	684	1146	483	265	1030	103	98	638	696	583	666	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:	718	1203	507	278	1082	108	103	670	731	612	699	726
Added Vol:	0	16	0	2	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	718	1219	507	280	1114	108	103	670	731	612	699	726
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	718	1219	0	280	1114	108	103	670	731	612	699	726
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	718	1219	0	280	1114	108	103	670	731	612	699	726
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	718	1219	0	280	1114	108	103	670	731	612	699	726
Crit Adj Vol									731			

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	2.00	2.00	4.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3600	6800	3600	3600	5211	1700	1700	5100	1700	3600	3600	1700

Capacity Analysis Module:

Vol/Cap:	0.22	0.16	0.00	0.08	0.17	0.06	0.06	0.13	0.43	0.19	0.14	0.00
OvlAdjV/S:									0.19			
Crit Moves:	****				****				****	****		

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - ICU

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

Intersection #2 Macarthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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			Prohibited			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	2	0	2	2	0	4	0	0	0	0
Volume Module:												
Base Vol:	0	1566	962	569	1554	0	0	0	0	656	0	285
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	1706	1048	621	1693	0	0	0	0	652	0	312
Added Vol:	0	19	18	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1725	1066	621	1725	0	0	0	0	652	0	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:	0	1725	1066	621	1725	0	0	0	0	652	0	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1725	1066	621	1725	0	0	0	0	652	0	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
Final Volume:	0	1725	1066	621	1725	0	0	0	0	652	0	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:	0.00	1.00	2.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	1800	3200	3200	6800	0	0	0	0	3400	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.31	0.19	0.27	0.00	0.00	0.00	0.00	0.19	0.00	0.09
Crit Moves:		****		****						****		

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - ICU

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

Intersection #2 Macarthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.[illegible]
Loss time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	D

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	0	0	2	2	0	4	0	1	0	0
Volume Module:												
Base Vol:	0	2271	672	550	1366	530	0	0	0	667	261	603
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	2477	732	599	1489	578	0	0	0	727	285	657
Added Vol:	0	38	0	0	32	0	0	0	0	31	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2515	732	599	1521	578	0	0	0	760	285	657
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	2515	732	599	1521	578	0	0	0	760	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2515	732	599	1521	578	0	0	0	760	285	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
Final Volume:	0	2515	732	599	1521	578	0	0	0	760	285	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	2.00	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	0.37	0.43	0.18	0.22	0.34	0.00	0.00	0.00	0.22	0.18	0.00
Crit Moves:		****		****						****		

Uptown Report
Year 2021 Without Uptown - CEQA Analysis 8
PM Peak Hour - TCE

Level Of Service Computation Report
ICU (Uses as Cycle Length 3) Method (Future Volume Alternative)

Intersection 14 MacArthur Blvd/Mission Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.992
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	Level Of Service:	E

Street Name:	MacArthur Boulevard						Mission 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	2	3	1	0	2	0
Volume Module:												
Base Vol:	108	1535	102	764	1725	0	430	194	96	666	57	295
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	120	1720	113	868	1887	0	492	212	107	810	101	959
Added Vol.:	0	28	0	0	63	0	0	0	0	0	0	0
PasserByVol.:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1748	113	868	1950	0	492	212	107	810	101	959
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1748	113	868	1950	0	492	212	107	810	101	959
Reduce Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol.:	120	1748	113	868	1950	0	492	212	107	810	101	959
PCE Adj.:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1748	113	868	1950	0	492	212	107	810	101	959
CvAdjVol.:												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	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.:	0.07	0.26	0.07	0.26	0.29	0.00	0.14	0.12	0.06	0.24	0.06	0.56
CvAdjV/S:												0.49
Cri.Moves:		****			****			****				****

Uptown Report
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - TCE

Level Of Service Computation Report
ICU (Uses as Cycle Length 3) Method (Future Volume Alternative)

Intersection 15 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.[illegible]
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	[illegible]	Level Of Service:	[illegible]

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	[illegible]	0	2	3	0	1	2	0
Volume Module:												
Base Vol:	114	[illegible]	0	[illegible]	1033	783	352	558	135	122	1042	[illegible]
Growth Adj:	1.09	[illegible]	[illegible]	[illegible]	1.09	1.09	1.09	1.09	1.09	1.09	[illegible]	[illegible]
Initial Bse:	125	1114	89	221	1151	765	385	719	115	133	1135	175
Added Vol.:	0	[illegible]	0	0	180	7	4	0	0	0	0	0
PasserByVol.:	0	[illegible]	0	0	[illegible]	1	0	0	0	0	0	
Initial Fut:	125	1228	89	221	1331	777	389	719	115	133	1135	176
User Adj:	1.00	[illegible]	[illegible]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	[illegible]	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:	125	1228	89	221	1331	777	389	719	115	133	1135	0
Reduce Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol.:	125	1228	89	221	1331	777	389	719	115	133	1135	0
PCE Adj.:	[illegible]	[illegible]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	[illegible]	[illegible]	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:	125	1228	89	221	1331	777	389	719	115	133	1135	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	1.00	2.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	5100	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat.:	0.07	0.18	0.05	0.13	0.20	0.46	0.11	0.14	0.07	0.08	0.33	0.00
Cri.Moves:	****					****	****				****	

Uptown Newport
Year 2021 without Uptown CEQA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU 1(Base as Cycle Length 90 Method (Future Volume Alternative)

Intersection #7 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.999
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	48	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					Split Phase					Split Phase				
Rights:	Include					Include					Include					Ignore				
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	3	0	1	1	0	3	1	0	1	1	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	112	673	25	42	854	172	274	197	56	55	391	125	41	605	159	30	876	82	111	173
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00
Initial Bse:	124	742	28	46	940	189	274	197	56	55	391	125	45	666	175	33	964	90	111	173
Added Vol:	0	62	0	16	127	0	0	15	0	0	5	10	0	62	107	0	100	0	3	6
Committed V:	0	46	0	0	21	9	18	18	0	0	8	0	0	46	2	5	25	0	0	0
Initial Fut:	124	845	28	63	1071	198	292	230	56	55	408	135	45	773	284	37	1089	90	114	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	845	28	63	1071	198	292	230	56	55	408	0	45	773	284	37	1089	90	114	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	845	28	63	1071	198	292	230	56	55	408	0	45	773	284	37	1089	90	114	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	845	28	63	1071	198	292	230	56	55	408	0	45	773	284	37	1089	90	114	179
Saturd. On Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	.97	1.76	0.96	1.00	3.03	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	800	2619	2908	995	1600	4800	1600	1600	4800	1600	1600	4800	1600	1600	1600
Capacity Analysis Module:																				
Vol/Cap.:	0.08	0.18	0.02	0.04	0.22	0.25	0.11	0.08	0.06	0.03	0.13	0.09	0.03	0.16	0.18	0.02	0.23	0.06	0.07	0.11
Crit Moves:	****				****				****			****					****			

Uptown Newport
Year 2021 without Uptown CEQA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU 1(Base as Cycle Length 90 Method (Future Volume Alternative)

Intersection #7 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.999
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	48	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	0	0	0	0	0	0	0	0
Y+R:	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	3	0	1	1	0	3	1	0	1	1	1	0	0	0	0	1	0	1
Volume Module:																				
Base Vol:	112	673	25	42	854	172	274	197	56	55	391	125	41	605	159	30	876	82	111	173
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00
Initial Bse:	124	742	28	46	940	189	274	197	56	55	391	125	45	666	175	33	964	90	111	173
Added Vol:	0	62	0	16	127	0	0	15	0	0	5	10	0	62	107	0	100	0	3	6
Committed V:	0	46	0	0	21	9	18	18	0	0	8	0	0	46	2	5	25	0	0	0
Initial Fut:	124	845	28	63	1071	198	292	230	56	55	408	135	45	773	284	37	1089	90	114	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	845	28	63	1071	198	292	230	56	55	408	0	45	773	284	37	1089	90	114	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	845	28	63	1071	198	292	230	56	55	408	0	45	773	284	37	1089	90	114	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	845	28	63	1071	198	292	230	56	55	408	0	45	773	284	37	1089	90	114	179
Saturd. On Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	.97	1.76	0.96	1.00	3.03	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	800	2619	2908	995	1600	4800	1600	1600	4800	1600	1600	4800	1600	1600	1600
Capacity Analysis Module:																				
Vol/Cap.:	0.08	0.18	0.02	0.04	0.22	0.25	0.11	0.08	0.06	0.03	0.13	0.09	0.03	0.16	0.18	0.02	0.23	0.06	0.07	0.11
Crit Moves:	****				****				****			****					****			

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
Q 2000 (Future Volume Alternative)
Intersection #8 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

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:	0	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	246	436	367	134	995	300	193	909	25	606	926	156								
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10								
Initial Bse:	272	479	404	147	1095	330	212	1000	28	666	1018	172								
Added Vol:	0	149	61	0	220	31	20	186	0	82	280	0								
PasserByVol:	0	42	1	4	61	17	11	56	0	1	49	0								
Initial Fut:	272	662	470	174	1376	378	243	1242	28	748	1347	172								
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:	272	662	470	174	1376	0	243	1242	28	748	1347	172								
Reduced Vol:	272	662	470	174	1376	0	243	1242	28	748	1347	172								
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:	272	662	470	174	1376	0	243	1242	28	748	1347	172								
RTOR Vol:			94																	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	2.00	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:	0.09	0.14	0.29	0.05	0.29	0.00	0.08	0.26	0.02	0.24	0.28	0.11								
CritMoves/3:			0.06																	
Crit Moves:	****				****			****			****									

Uptown Newport
Year 2021: Without Uptown - CEQA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
Q 2000 (Future Volume Alternative)
Intersection #9 MacArthur Blvd/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	MacArthur Boulevard									Bristol 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	0	0	0	0	1
Volume Module:																				
Base Vol:	0	1287	102	37	1773	0	0	0	0	417	0	183								
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09								
Initial Bse:	0	1374	111	40	1933	0	0	0	0	456	0	200								
Added Vol:	0	72	0	0	104	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	3	0	0	0	0	0	0	0								
Initial Fut:	0	1446	111	40	2041	0	0	0	0	456	0	200								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	1446	111	40	2041	0	0	0	0	456	0	200								
ReduceVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	1446	111	40	2041	0	0	0	0	456	0	200								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	0	1446	111	40	2041	0	0	0	0	456	0	200								
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.00	2.70	0.22	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00								
Final Sat.:	0	4752	368	1700	5100	0	0	0	0	1700	0	1700								
Capacity Analysis Module:																				
vol/Sat:	0.00	0.31	0.31	0.02	0.40	0.00	0.00	0.00	0.00	0.27	0.00	0.12								
Crit Moves:	****				****					****										

Uptown Newport
Year 2021 without Uptown CROA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
100 (Uses As Cycle Length X) Method (Future Volume Alternative)

Intersection #13 MacArthur Blvd NB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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	3	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	25	0	324	0	0	0	0	903	96	606	748	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	27	0	343	0	0	0	0	984	94	684	815	0
Added Vol:	0	0	0	0	0	0	0	45	0	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	343	0	0	0	0	1029	94	684	889	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	0	343	0	0	0	0	1029	94	684	889	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	343	0	0	0	0	1029	94	684	889	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:	27	0	343	0	0	0	0	1029	94	684	889	0
Saturation Flow Module:												
Sat/Lane:	600	600	600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	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	0.20	0.00	0.00	0.00	0.00	0.20	0.06	0.20	0.26	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2021 Without Uptown - CROA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
100 (Uses As Cycle Length X) Method (Future Volume Alternative)

Intersection #13 MacArthur Blvd NB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.334
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	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	3	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	9	0	100	0	0	0	0	722	36	450	433	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:	9	0	100	0	0	0	0	722	36	450	433	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	100	0	0	0	0	747	36	450	457	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:	9	0	100	0	0	0	0	747	36	450	457	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	100	0	0	0	0	747	36	450	457	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:	9	0	100	0	0	0	0	747	36	450	457	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	2.97	0.13	2.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4753	202	3200	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.16	0.18	0.09	0.21	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - 100

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):	0.804
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	85	Level Of Service:	E

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			Permitted			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	2	0	1	1	0	2	0	1	0	2
Volume Module:												
Base Vol:	112	1004	956	187	520	194	364	1636	165	122	698	194
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	347	1148	302	183	578	212	397	1612	181	133	760	114
Added Vol:	0	2	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:	34	1150	302	183	582	212	397	1612	181	133	760	114
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:	341	1150	302	183	582	212	397	1612	0	133	760	114
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	1150	302	183	582	212	397	1612	0	133	760	114
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:	341	1150	302	183	582	212	397	1612	0	133	760	114
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	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	3400	1700	1700	3400	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat.:	0.10	0.35	0.18	0.11	0.20	0.12	0.12	0.47	0.00	0.04	0.22	0.07
Crit Moves:	****			****				****			****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - 100

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):	0.945
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	122	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:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	3	1	1	0	2
Volume Module:												
Base Vol:	67	978	105	269	1305	195	239	525	96	179	678	354
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	73	1067	115	294	1422	213	227	575	105	196	741	387
Added Vol:	0	2	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:	73	1071	115	294	1426	213	227	575	105	196	741	387
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	73	1071	115	294	1426	213	227	575	105	196	741	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1071	115	294	1426	213	227	575	105	196	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:	73	1071	115	294	1426	213	227	575	105	196	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	2.00	1.00	1.00	1.75	0.25	1.00	1.50	0.50	1.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	2975	427	1700	2975	905	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat.:	0.04	0.32	0.07	0.17	0.48	0.50	0.13	0.20	0.20	0.12	0.22	0.00
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour TCU

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

Intersection #14 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	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			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	2	1	1	3	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	55	1338	93	85	1301	35	30	165	170	55	146	132
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	65	1193	98	93	1427	38	32	180	183	59	214	144
Added Vol:	0	2	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:	65	1195	98	93	1427	38	32	180	183	59	214	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1195	98	93	1427	38	32	180	183	59	214	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1195	98	93	1427	38	32	180	183	59	214	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1195	98	93	1427	38	32	180	183	59	214	144
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	0.94	1.00	1.00	0.80
Final Sat.:	1700	3100	100	1700	3400	1700	1700	1800	1500	1700	2000	1280
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.98	0.05	0.42	0.02	0.01	0.10	0.10	0.04	0.11	0.11
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis B
PM Peak Hour TCU

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

Intersection #15 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	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:	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	2	0	1	1	3	1	0	1	0	1	0
Volume Module:												
Base Vol:	64	553	179	224	984	283	220	621	0	115	811	79
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	69	603	195	244	1073	308	240	677	0	126	884	86
Added Vol:	0	2	0	0	4	0	0	0	0	0	0	0
Committed Dv:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	69	605	195	244	1081	308	240	677	0	126	884	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:	69	605	0	244	1081	308	240	677	0	126	884	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	605	0	244	1081	308	240	677	0	126	884	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:	69	605	0	244	1081	308	240	677	0	126	884	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	0.00	1.00	1.00	1.00	0.45	1.00	1.00	1.00	1.00	1.00	0.17
Final Sat.:	1700	2100	1700	1700	2000	767	1700	2400	1700	1700	2100	291
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.00	0.14	0.41	0.40	0.14	0.28	0.01	0.07	0.29	0.29
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2021 Without Uptown - CLOA Analysis
PM Peak Hour - ICU

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

Intersection #16 Von Karman Ave/Birch St.

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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			Prohibited			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	2	0	1	1	0	2	0	1	1	0	3	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	44	428	59	18	602	122	106	185	19	13	217	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	428	59	18	602	122	106	185	19	13	217	47
Added Vol:	10	85	0	1	122	0	0	0	20	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	513	59	19	724	122	106	185	47	14	226	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:	54	513	59	19	724	122	106	185	47	14	226	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	513	59	19	724	122	106	185	47	14	226	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:	54	513	59	19	724	122	106	185	47	14	226	48
Saturation Flow Module:												
Sat/Lane:	1800	1900	1900	1800	1900	1800	1800	1800	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	.00	.00	.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.:	1800	3800	1900	1800	3800	1800	1800	3800	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.04	0.01	0.23	0.08	0.07	0.05	0.03	0.01	0.07	0.03
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2021 Without Uptown - CLOA Analysis
PM Peak Hour - ICU

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

Intersection #17 Tiller Ave/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Tiller 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			Prohibited			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	3	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	40	114	66	132	124	240	60	692	55	50	635	39
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	44	125	72	144	136	262	74	753	60	55	692	85
Added Vol:	0	0	0	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	125	72	144	136	262	74	753	60	55	692	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	44	125	72	144	136	262	74	753	0	55	692	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	125	72	144	136	262	74	753	0	55	692	85
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:	44	125	72	144	136	262	74	753	0	55	692	85
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1900	1900	1900	1900	1900	1900	1800	1800	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.40	0.54	1.00	2.00	1.00	1.00	1.00	0.00
Final Sat.:	1800	1700	1700	1700	784	916	1900	3800	1900	1800	2863	817
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.04	0.08	0.17	0.17	0.04	0.19	0.00	0.03	0.16	0.10
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2021 without Uptown - CEQA Analysis
PM Peak Hour - 200

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

Intersection #18 Teller Ave/Birch St

Average Delay (sec/veh): 5.5 Worst Case Level Of Service: B[11.6]

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			0 0 1 1 0			0 1 0 1 0		
Volume Module:												
Base Vol:	16	20	43	12	2	40	12	250	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	12	2	40	12	250	7	4	143	8
Added Vol:	0	0	0	0	0	0	0	0	0	12	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	20	43	12	2	40	12	250	7	16	147	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	12	2	40	12	250	7	16	147	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	20	43	12	2	40	12	250	7	16	147	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:	435	337	134	409	326	78	155	xxxx	xxxxx	257	xxxx	xxxxx
Potent Cap.:	492	484	837	533	484	974	1438	xxxx	xxxxx	1308	xxxx	xxxxx
Move Cap.:	492	484	837	469	435	974	1438	xxxx	xxxxx	1308	xxxx	xxxxx
Volume/Cap:	0.04	0.05	0.06	0.07	0.00	0.05	0.09	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Delay:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	627	xxxxx	267	xxxx	929	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	11.6	xxxxx	19.2	xxxx	9.1	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	A	*	*	*	A	A	*
ApproachDel:	11.6			18.0			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - 200

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

Intersection #19 Jamboree Rd/Main St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.044
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

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 1			2 0 1			2 0 1			2 0 1		
Volume Module:												
Base Vol:	555	2585	489	325	2502	144	475	1196	546	566	361	333
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	611	2847	538	355	2817	158	519	1306	596	622	395	363
Added Vol:	0	18	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	611	2865	538	355	2849	158	519	1306	596	622	395	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	611	2865	0	355	2849	158	519	1306	0	622	395	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	611	2865	0	355	2849	158	519	1306	0	622	395	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:	611	2865	0	355	2849	158	519	1306	0	622	395	0
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3800	5800	1900	3800	5800	1900	3800	5100	1900	3800	5100	1900
Capacity Analysis Module:												
Vol/Sat.:	0.16	0.49	0.00	0.10	0.49	0.08	0.16	0.26	0.00	0.16	0.08	0.00
OvlAdjV/S:						0.06						
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2021 Without Uptown - CBQA Analysis
PM Peak Hour - 100

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

Intersection #20 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	155	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	2	0	1	0	2	0	2	0	0	0
Volume Module:												
Base Vol:	0	3511	620	0	2555	1143	0	0	0	734	0	229
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	3825	1006	0	2935	1246	0	0	0	800	0	250
Added Vol:	0	15	0	0	32	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3858	1006	0	2938	1246	0	0	0	812	0	250
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3858	0	0	2938	0	0	0	0	812	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3858	0	0	2938	0	0	0	0	812	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
Final Volume:	0	3858	0	0	2938	0	0	0	0	812	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	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	5100	1700	0	6800	0000	0	0	0	5100	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.76	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Crit Moves:		****			****					****		

Uptown Newport
Year 2021 Without Uptown CBQA Analysis
PM Peak Hour - 100

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):	0.892
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Jamboree Rd						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	1	0	1	0	0
Volume Module:												
Base Vol:	0	2874	1070	0	2866	843	1475	0	1011	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	3142	1170	0	3135	922	1614	0	1105	0	0	0
Added Vol:	0	19	9	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3161	1179	0	3179	922	1614	0	1105	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	3161	0	0	3179	0	1614	0	1105	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3161	0	0	3179	0	1614	0	1105	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
Final Volume:	0	3161	0	0	3179	0	1614	0	1105	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	1.00	0.00	0.00	0.00
Final Sat.:	0	6800	1700	0	6800	1700	3400	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.47	0.00	0.47	0.00	0.65	0.00	0.00	0.00
Crit Moves:	****				****		****					

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - 100

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):	1.216
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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	3	4	0	1	2	0	1	0	1	2	0	1	2	0	2	0
Volume Module:												
Base Vol:	98	2375	556	1107	2063	441	1053	377	170	307	261	692
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	74	2619	608	1210	2252	481	1151	412	186	336	285	755
Added Vol:	0	27	0	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	2646	608	1210	2296	481	1151	412	186	336	285	755
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:	74	2646	608	1210	2296	0	1151	412	186	336	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	2646	608	1210	2296	0	1151	412	186	336	285	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:	74	2646	608	1210	2296	0	1151	412	186	336	285	0
Saturation Flow Module:												
Sat/Lane:	600	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	6600	1700	3400	6800	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.36	0.36	0.33	0.00	0.34	0.12	0.11	0.10	0.08	0.00
Crit Moves:		****		****			****				****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - 100

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

Intersection #23 Jamboree Rd/Uptown Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Street Name:	Jamboree Road						Uptown 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	1	0	1	1	0	0	0	0	0	0	1	0	1	1	0
Volume Module:												
Base Vol:	52	2371	29	182	2067	209	282	59	365	25	40	52
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	151	2582	32	199	2252	228	305	65	264	32	22	57
Added Vol:	0	27	0	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	2619	32	199	2304	228	305	65	264	32	22	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	2619	32	199	2304	228	305	65	264	32	22	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	2619	32	199	2304	228	305	65	264	32	22	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	2619	32	199	2304	228	305	65	264	32	22	57
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	305	1394	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.02	0.12	0.45	0.13	0.11	0.21	0.21	0.02	0.01	0.03
Crit Moves:		****		****				****		****		

Uptown Newport
Year 2021 Without Uptown - CSQA Analysis
PM Peak Hour - 100

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

Intersection #24 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
Lost Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	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	3	1	1	3	2	0	2	1	0	2	0
Volume Module:												
Base Vol:	114	1351	459	343	1767	185	399	542	255	155	372	256
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	122	2111	481	402	1925	202	435	591	280	169	405	280
Added Vol:	0	90	0	0	5	0	0	3	0	0	0	0
Committed V:	0	72	1	0	44	0	0	3	0	1	2	0
Initial Fut:	122	2233	481	402	2064	202	435	595	280	169	407	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	2233	481	402	2064	202	435	595	0	169	407	280
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	2233	481	402	2064	202	435	595	0	169	407	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	2233	481	402	2064	202	435	595	0	169	407	280
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	3.00	0.70	1.00	3.00	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5604	1196	2400	5665	691	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.17	0.45	0.45	0.13	0.18	0.00	0.05	0.12	0.16
Crit Moves:		****			****			****				****

Uptown Newport
Year 2021 Without Uptown - CSQA Analysis
PM Peak Hour - 100

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

Intersection #25 Jamboree Rd/Birch St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Lost Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

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	0	2	0
Volume Module:												
Base Vol:	143	1884	1	1	1916	196	120	0	254	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	155	2052	1	1	2088	210	130	0	188	0	0	0
Added Vol:	0	33	0	0	99	16	10	0	0	0	0	0
Committed V:	0	72	0	0	44	0	0	0	1	0	0	0
Initial Fut:	155	2157	1	1	2231	226	140	0	189	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:	155	2157	1	1	2231	0	140	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	2157	1	1	2231	0	140	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:	155	2157	1	1	2231	0	140	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	0.42	0.42	0.00	0.44	0.00	0.14	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour TCU

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

Intersection #25 Jamboree Rd/[illegible] Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	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	3	2	1	3	2	0	3	0	1	1	0
Volume Module:												
Base Vol:	17	1884	26	281	1894	3	65	33	101	19	30	567
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	19	2060	28	307	2071	3	71	37	110	21	33	619
Added Vol:	0	60	0	0	99	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	2120	28	307	2170	3	71	37	110	21	33	619
PHF Adj:	1.00	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	2120	28	307	2170	3	71	37	110	21	33	619
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	2120	28	307	2170	3	71	37	110	21	33	619
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	2120	28	307	2170	3	71	37	110	21	33	619
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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	1.00	4.00	1.00	1.00	3.00	0.00	1.00	1.00	1.00
Final Sat.:	1700	5032	67	1700	6800	1700	1700	5700	0	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.42	0.18	0.32	0.00	0.04	0.01	0.06	0.01	0.02	0.36
Crit Moves:		****		****			****					****

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour TCU

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):	0.634
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	B

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
Volume Module:												
Base Vol:	818	941	923	0	0	507	0	0	0	0	0	0
Growth Adj:	1.10	1.10	1.10	1.00	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	904	1039	923	0	905	558	0	0	0	0	0	0
Added Vol:	0	299	0	0	299	7	0	0	0	0	0	0
PasserByVol:	22	195	37	0	61	0	0	0	0	0	0	0
Initial Fut:	926	1531	960	0	1266	565	0	0	0	0	0	0
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	926	1531	960	0	1266	565	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	926	1531	960	0	1266	565	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:	926	1531	960	0	1266	565	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	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	1.74	1.26	0.00	2.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3600	3132	2268	0	4400	1800	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.49	0.42	0.00	0.29	0.31	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - 100

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

Intersection #29 Jamboree Rd /Jr Blvd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name: Jamboree Road — Existing Scenario

Approach:	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	2	0	0	0	2	0	0	1	1
Volume Module:												
Base Vol:	0	1816	106	0	856	0	772	532	897	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2000	117	0	942	0	772	532	897	0	0	0
Added Vol:	0	201	0	0	292	0	4	0	0	0	0	0
Committed V:	0	0	0	0	61	0	37	24	117	0	0	0
Initial Fut:	0	2366	117	0	1293	0	813	556	1014	0	0	0
PHF Adj:	1.00	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	2366	117	0	1293	0	813	556	1014	0	0	0
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2366	117	0	1293	0	813	556	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	2366	117	0	1293	0	813	556	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	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.77	0.23	0.00	2.00	0.00	1.02	1.13	2.00	0.00	0.00	0.00
Final Sat.:	0	7626	374	0	6800	0	2934	1996	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.00	0.28	0.00	0.28	0.28	0.32	0.00	0.00	0.00
Crit Moves:		****			****				****			

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - 100

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

Intersection #29 Jamboree Rd/Bayview Dr

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: 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	1	1	0	1	1	0	1	0	1	0
Volume Module:												
Base Vol:	48	1552	54	82	1699	56	54	0	37	35	0	86
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1426	59	91	1877	62	54	0	37	35	0	86
Added Vol:	0	291	0	0	404	0	0	0	0	0	0	0
Committed V:	2	85	0	0	29	2	0	0	0	0	0	0
Initial Fut:	55	2103	59	91	2306	67	54	0	37	35	0	86
PHF Adj:	1.00	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	2103	59	91	2306	67	54	0	37	35	0	86
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	2103	59	91	2306	67	54	0	37	35	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:	55	2103	59	91	2306	67	54	0	37	35	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	1.93	0.07	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	6288	112	1600	6400	1600	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.06	0.36	0.04	0.03	0.00	0.02	0.02	0.00	0.05
Crit Moves:		****			****			****				****

Uptown Newport
Year 2021 Without Uptown - CBQA Analysis
PM Peak Hour - 100

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

Intersection #3 Camboree Rd/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.002
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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
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
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	0	2	0	1	1	1	0

Volume Module:

Base Vol:	37	1433	240	150	1352	354	216	86	12	252	142	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	41	1577	264	165	1487	389	238	95	13	277	156	0
ATCOC Vol:	0	201	45	0	262	0	0	0	0	74	0	0
Committed #:	0	168	0	0	160	0	0	0	0	0	0	0
Initial Fut:	41	1968	318	170	1874	391	238	95	13	335	142	0
Ped Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	1968	318	170	1874	391	238	95	13	335	142	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1968	318	170	1874	391	238	95	13	335	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1968	318	170	1874	391	238	95	13	335	142	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	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	1.49	0.51	1.00	2.00	1.00	1.00
Final Sat.:	1900	6900	1900	3800	6900	1900	2829	971	1900	3800	1900	1900

Capacity Analysis Module:

Vol/Sat:	0.02	0.41	0.20	0.05	0.41	0.20	0.09	0.09	0.01	0.13	0.09	0.00
Crit Moves:		****			****			****			****	

Uptown Newport
Year 2021 Without Uptown - CBQA Analysis
PM Peak Hour - 100

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): 0.931
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: E

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

Volume Module:

Base Vol:	93	78	341	159	139	652	122	1115	307	274	733	149
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	98	85	372	173	152	710	132	1215	335	298	799	162
ATCOC Vol:	0	0	0	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	85	372	173	152	710	132	1215	335	298	799	162
Ped 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:	98	85	372	173	152	0	132	1215	335	298	799	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	85	372	173	152	0	132	1215	335	298	799	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:	98	85	372	173	152	0	132	1215	335	298	799	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3800	3800	1900	3800	1900	1900	3800	3800	1900	3800	3800	1900

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.20	0.05	0.08	0.00	0.07	0.32	0.08	0.08	0.21	0.00
Crit Moves:			****		****			****			****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - ICU

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

Intersection #32 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	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	2	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	182	0	178	339	1026	0	0	622	121
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	198	0	195	371	1119	0	0	680	132
Added Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	198	0	195	371	1119	0	0	680	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	198	0	195	371	1119	0	0	680	132
Reduce Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol.:	0	0	0	198	0	195	371	1119	0	0	680	132
PCE Adj.:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	198	0	195	371	1119	0	0	680	132
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.55
Final Sat.:	0	0	0	1700	0	1700	1700	1700	0	0	2040	1054
Capacity Analysis Module:												
Vol/Sat.:	0.00	0.00	0.00	0.12	0.00	0.11	0.22	0.66	0.00	0.00	0.34	0.24
Crit Moves:				****				****			****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - ICU

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

Intersection #33 Harvard Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	134	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	2	1	0	2	0	2	0	1	0	2
Volume Module:												
Base Vol:	75	805	99	246	571	273	141	933	125	94	395	164
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	82	877	108	268	622	298	492	1344	137	92	429	201
Added Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	877	108	268	622	298	492	1344	137	92	429	201
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:	82	877	108	268	622	298	492	1344	0	92	429	201
Reduce Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol.:	82	877	108	268	622	298	492	1344	0	92	429	201
PCE Adj.:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	82	877	108	268	622	298	492	1344	0	92	429	201
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.20	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	0.64
Final Sat.:	1600	1681	336	1600	3400	1700	3400	3400	1700	1700	1700	1086
Capacity Analysis Module:												
Vol/Sat.:	0.05	0.52	0.32	0.24	0.18	0.18	0.14	0.39	0.00	0.05	0.25	0.19
Crit Moves:		****		****				****			****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - 100

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

Intersection #04 Campus Dr/Orchard St W

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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	3	1	2	3	0	0	1	0	2	0	0
Volume Module:												
Base Vol:	478	551	0	0	799	763	0	0	0	253	1936	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	551	0	0	799	763	0	0	0	253	1936	106
Added Vol:	0	116	0	0	156	27	0	0	0	2	13	0
Committed V:	0	2	0	0	7	0	0	0	0	2	39	0
Initial Fut:	478	769	0	0	962	792	0	0	0	253	2008	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	769	0	0	962	792	0	0	0	253	2008	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	769	0	0	962	792	0	0	0	253	2008	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	769	0	0	962	792	0	0	0	253	2008	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	2.00	2.00	0.00	0.00	0.00	1.00	3.00	0.20
Final Sat.:	3200	4800	0	0	3200	3200	0	0	0	1600	4800	321
Capacity Analysis Module:												
vol/cap:	0.15	0.16	0.00	0.00	0.15	0.25	0.00	0.00	0.00	0.15	0.42	0.22
Crit Moves:	****				****						****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - 100

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

Intersection #21 Bristol St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.973
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	E

Street Name:	Bristol 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:	0	0	2	0	0	3	0	1	1	2	0	0
Volume Module:												
Base Vol:	116	295	0	0	437	652	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:	116	295	0	0	437	652	0	0	0	417	1475	137
Added Vol:	0	13	0	0	0	0	0	0	0	0	7	0
Committed V:	37	38	0	0	27	0	0	0	0	31	4	0
Initial Fut:	153	338	0	0	464	652	0	0	0	448	1486	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:	153	338	0	0	464	652	0	0	0	448	1486	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	338	0	0	464	652	0	0	0	448	1486	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:	153	338	0	0	464	652	0	0	0	448	1486	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	2.20	0.00	0.00	0.00	1.00	3.75	0.25
Final Sat.:	3200	3200	0	0	2560	3520	0	0	0	1600	6000	405
Capacity Analysis Module:												
vol/cap:	0.05	0.11	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.28	0.25	0.34
Crit Moves:	****				****							****

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - ICU

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

Intersection #35 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
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 1	2 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	0	660	230	902	837	0	421	933	358	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	902	837	0	421	933	358	0	0	0
Added Vol:	0	76	5	0	160	0	49	11	0	0	0	0
Committed V:	0	0	0	0	0	0	2	17	1	0	0	0
Initial Fut:	0	807	257	902	1000	0	472	961	359	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	807	257	902	1000	0	472	961	359	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	807	257	902	1000	0	472	961	359	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	807	257	902	1000	0	472	961	359	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	1.00	1.00	1.00	3.00	0.00	1.00	2.00	2.00	0.00	0.00	0.00
Final Sat.:	0	1600	1600	1600	4800	0	1600	3200	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.16	0.56	0.21	0.00	0.29	0.30	0.11	0.00	0.00	0.00
Crit Moves:			****	****			****					

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - ICU

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

Intersection #37 Birch St/Airport Dr

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 0	1 0	2 1	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	233	242	287	507	0	227	556	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	233	242	287	507	0	227	556	124	0	0	0
Added Vol:	0	0	0	0	0	0	15	0	0	0	0	0
Committed V:	0	71	77	0	48	0	0	7	15	0	0	0
Initial Fut:	0	304	319	287	615	0	242	1063	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	242	1063	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	242	1063	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	242	1063	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	3.00	0.00	1.00	3.63	0.37	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	4800	0	1600	5816	584	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.09	0.13	0.00	0.15	0.18	0.24	0.00	0.00	0.00
Crit Moves:		****		****					****			

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU 1(Loss on 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
Optimum 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			Prohibited			Prohibited		
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
Volume Module:												
Base Vol:	0	0	250	0	0	0	0	3614	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	3614	101	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0	0	23	0	0	0	0	28	0	0	0	0
Initial Fut:	0	0	273	0	0	0	0	3644	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	3644	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	3644	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
Final Volume:	0	0	273	0	0	0	0	3644	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	0.00	0.00	0.00	0.00	0.00	2.00	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	0.61	0.06	0.00	0.00	0.00
Crit Moves:			****					****				

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - ICU

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

Intersection #39 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimum Cycle:	52	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	2	0	1	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	46	562	162	0	1159	195	26	53	106	494	170	16
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	621	178	0	1275	214	26	53	106	494	170	16
Added Vol:	0	50	0	0	163	0	0	0	0	0	0	0
Committed #:	0	0	0	0	0	0	0	0	0	27	0	0
Initial Fut:	51	701	178	0	1442	214	26	53	106	521	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:	51	701	178	0	1442	214	26	53	106	521	170	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	701	178	0	1442	214	26	53	106	521	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
Final Volume:	51	701	178	0	1442	214	26	53	106	521	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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	2.00	0.51	0.09
Final Sat.:	1600	0000	1600	1600	4800	1600	1600	1600	1600	3200	1600	139
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.11	0.00	0.30	0.13	0.02	0.03	0.07	0.16	0.12	0.12
Crit Moves:	****				****					****	****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - ICU

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

Intersection #43 University Dr/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	70	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	2	0	2	0	1	0	2
Volume Module:												
Base Vol:	194	1475	334	75	890	75	357	581	112	258	532	110
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	211	1608	364	82	970	82	391	633	122	280	580	120
Added Vol:	0	45	0	0	79	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	1653	364	82	1049	82	391	633	122	280	580	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	1653	364	82	1049	82	391	633	122	280	580	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	1653	364	82	1049	82	391	633	122	280	580	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	1653	364	82	1049	82	391	633	122	280	580	120
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	2.48	0.52	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1792	4249	1248	1792	3584	1792	1792	3584	1792	1792	3584	1792
Capacity Analysis Module:												
Vol/Sat:	0.12	0.39	0.29	0.05	0.29	0.05	0.22	0.18	0.07	0.16	0.16	0.07
Crit Moves:		****			****			****			****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - ICU

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

Intersection #11 Mesa Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	98	Level Of Service:	E

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
Volume Module:												
Base Vol:	145	0	195	0	0	0	0	1515	57	133	1045	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	159	0	213	0	0	0	0	1652	62	145	1140	0
Added Vol:	0	0	0	0	0	0	0	45	0	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	0	213	0	0	0	0	1697	62	145	1214	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:	159	0	213	0	0	0	0	1697	62	145	1214	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	0	213	0	0	0	0	1697	62	145	1214	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:	159	0	213	0	0	0	0	1697	62	145	1214	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	0.13	0.00	0.00	0.00	0.00	0.50	0.04	0.09	0.36	0.00
Crit Moves:			****					****			****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU (Loss on Cycle Length & Method Future Volume Alternative)

Intersection #40 California Ave/University Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: C

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	0	0
	0	0	2	0	1	2	2	2	0	0		
Volume Module:												
Base Vol:	231	0	771	0	0	0	0	1156	55	85	1141	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	253	0	843	0	0	0	0	1258	61	93	1243	0
Added Vol:	0	0	0	0	0	0	0	45	0	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	0	843	0	0	0	0	1303	61	93	1322	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:	253	0	843	0	0	0	0	1303	61	93	1322	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	0	843	0	0	0	0	1303	61	93	1322	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:	253	0	843	0	0	0	0	1303	61	93	1322	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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	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:	0.15	0.00	0.25	0.00	0.00	0.00	0.00	0.40	0.04	0.03	0.39	0.00
Crit Moves:			****					****			****	

Uptown Newport
Year 2021 Without Uptown - CEQA Analysis
PM Peak Hour - ICU

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

Intersection #42 H St/B Dr

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B [11.8]

Street Name:	Driveway											
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			Unconstrolled			Unconstrolled		
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	15	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	15	80	0
Added Vol:	0	0	0	0	0	0	0	10	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	300	0	0	0	0
Initial Fut:	58	0	46	0	0	0	0	320	25	15	96	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	320	25	15	96	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	0	46	0	0	0	0	320	25	15	96	0
Critical Gap Module:												
Critical Gap:	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:	416	457	173	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	335	xxxx	xxxxx
Potent Cap.:	568	497	847	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1225	xxxx	xxxxx
Move Cap.:	561	499	847	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1225	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	xxxxx	xxxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	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	550	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd Ctrl Del:	xxxxx	11.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
Approach:		11.5			xxxxxx			xxxxxx			xxxxxx	
Approach LOS:		B			*			*			*	

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

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

B-8 – 2021 CUMULATIVE CONDITIONS WITH FULL PROJECT

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - ICU

Scenario Report

Scenario:	CEQA 2021 - w/Uptown AM ICU
Command:	CEQA 2021 - w/Uptown AM ICU
Volume:	2021 Ex-Commit - Uptown AM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	Cumul-Zoll-Uptown AM
Trip Distribution:	Cumul w/ Project
Paths:	Project
Routes:	Default Route
Configuration:	ICU

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - ICU

Trip Generation Report

Forecast for Cumulative AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% of Total
202	Newport Coas	1.00	Residential	272.00	932.00	272	932	1204	9.2
	Zone 202 Subtotal					272	932	1204	9.2
201	Banning Ranc	1.00	Banning Ranch	256.00	561.00	256	561	817	6.3
	Zone 205 Subtotal					256	561	817	6.3
301	Irvine 13,15	1.00	Irvine Approve	95.00	978.00	95	978	1073	8.2
	Zone 301 Subtotal					95	978	1073	8.2
302	Irvine 11,16	1.00	Irvine Approve	144.00	374.00	144	374	518	4.0
	Zone 302 Subtotal					144	374	518	4.0
303	Irvine 10,12	1.00	Irvine Approve	261.00	85.00	261	85	346	2.7
	Zone 303 Subtotal					261	85	346	2.7
304	Irvine 10,28	1.00	Irvine Approve	6431.00	2009.00	6431	2009	3010	64
	Zone 304 Subtotal					6431	2009	3010	64
TOTAL						7436	4959	12998	99.0

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Four - ICU

Trip Generation Report

Forecast for Kill Project AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
121	Kill Center	1.00	Kill	24.00	86.00	24	86	110	0.8
	Zone 101 Subtotal					24	86	110	0.8
TOTAL						24	86	110	0.8

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Four - ICU

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	4.9
	Zone 100 Subtotal					134	511	645	4.9
100	Existing Con	1.00	Office/Industry	-85.00	-12.00	-85	-12	-102	0.8
	Zone 103 Subtotal					-85	-12	-102	-0.8
TOTAL						49	499	543	4.2

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - TOD

Turning Movement Report
Cumulative AM - Full Project AM - Uptown Newport AM

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 MacArthur Blvd/Main St													
Base	664	1333	1428	438	1063	104	91	601	215	283	653	111	6969
Added	0	57	0	3	12	0	0	0	0	0	0	0	69
Total	664	1390	1428	438	1075	104	91	601	215	283	653	111	7038
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	2614	346	212	1113	0	0	0	0	1339	0	710	6334
Added	0	57	77	0	12	0	0	0	0	0	0	0	146
Total	0	2671	423	212	1125	0	0	0	0	1339	0	710	6480
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	1071	125	130	1351	659	0	0	0	1354	375	1935	6813
Added	0	114	0	0	12	0	0	0	0	18	0	0	144
Total	0	1185	125	130	1363	659	0	0	0	1372	375	1935	6957
#4 MacArthur Blvd/Michelson Dr													
Base	247	1353	280	378	2023	0	320	171	49	134	158	356	5510
Added	0	134	0	0	30	0	0	0	0	0	0	0	164
Total	247	1387	280	378	2023	0	320	171	49	134	158	356	5674
#5 MacArthur Blvd/Campus Dr													
Base	87	1324	197	904	1075	312	437	869	193	105	585	187	5832
Added	0	171	0	0	42	0	0	0	0	0	0	0	213
Commit	0	21	0	0	18	0	0	0	0	0	0	0	39
Total	87	1516	197	904	1135	312	437	869	193	105	585	187	6084
#6 MacArthur Blvd/Birch St													
Base	38	783	95	99	666	232	113	256	37	96	137	38	3603
Added	0	114	0	12	30	0	0	0	0	0	15	42	213
Commit	1	17	0	0	81	13	9	5	0	0	13	0	139
Total	39	914	95	111	746	245	116	261	37	96	165	123	3955
#7 MacArthur Blvd/Von Karman Ave													
Base	108	802	735	59	371	169	25	38	11	83	129	11	2540
Added	0	114	118	3	38	0	0	0	0	183	6	0	462
Commit	0	59	1	0	18	0	0	0	0	1	2	0	80
Total	108	975	854	62	427	169	25	38	11	184	137	11	3082
#8 MacArthur Blvd/Jamboree Rd													
Base	105	1418	516	83	531	141	413	1028	179	393	711	184	5683
Added	0	155	76	4	114	78	31	962	3	119	313	13	1750
Commit	1	18	1	3	35	12	16	37	3	0	66	8	200
Total	106	1591	593	87	680	231	460	1927	179	499	1090	205	6933

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - TOD

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#9 MacArthur Blvd/Fairchild Rd													
Base	0	2721	599	339	973	0	0	0	0	35	0	23	4690
Added	0	104	1	0	104	0	0	0	0	13	0	0	224
Total	0	2825	599	339	973	0	0	0	0	48	0	23	4913
#10 MacArthur Blvd SB/University Dr													
Base	57	0	261	0	0	0	0	180	112	326	663	0	2802
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	57	0	261	0	0	0	0	1236	112	326	685	0	2899
#11 MacArthur Blvd NB/University Dr													
Base	0	0	62	0	0	0	0	79	30	305	441	0	2010
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	0	0	62	0	0	0	0	1247	30	305	463	0	2107
#12 Von Karman Ave/Main St													
Base	151	652	97	88	1253	330	215	348	997	378	1293	142	5386
Added	0	39	0	0	3	0	0	0	0	0	0	0	42
Total	151	691	97	88	1256	330	215	348	997	378	1293	142	5428
#13 Von Karman Ave/MacArthur Dr													
Base	59	993	50	193	747	153	183	198	45	226	176	503	3610
Added	0	39	0	0	3	0	0	0	0	0	0	0	42
Total	59	1113	50	193	750	153	183	198	45	226	176	503	3652
#14 Von Karman Ave/Campus Dr													
Base	133	1042	44	83	795	45	4	80	58	57	161	83	2604
Added	0	29	0	0	3	0	0	0	0	0	0	0	32
Total	133	1071	44	83	799	45	4	80	58	57	161	83	2636
#15 Von Karman Ave/Campus Dr													
Base	0	811	68	50	519	131	306	494	46	113	553	124	3215
Added	0	14	0	0	1	0	0	0	0	0	10	10	45
Commit	0	1	2	0	2	0	0	0	0	1	3	0	8
Total	0	826	70	50	522	131	306	494	46	114	566	134	3268
#16 Von Karman Ave/Birch St													
Base	19	481	41	47	395	120	95	178	23	34	151	19	1594
Added	0	114	1	0	75	0	0	1	8	0	50	12	261
Total	19	595	42	47	470	120	95	179	31	34	201	31	1855
#17 Peller Ave/Campus Dr													
Base	9	65	25	27	165	30	115	315	47	70	484	295	1843
Added	0	0	0	0	0	0	0	0	0	0	29	0	31
Total	9	65	25	27	165	30	115	407	47	70	513	295	1874

Uptown Newport
Year 2021 - With Uptown - CUBA Analysis
AM Peak Hour - [illegible]

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#16 Fellows Ave/Birch St													
Base	2	1	9	21	9	10	25	101	16	73	240	96	573
Added	0	0	13	0	0	0	0	4	0	4	55	0	77
Total	2	1	22	21	9	10	25	105	16	77	304	96	599
#17 Jamboree Rd/Mac[illegible] St													
Base	701	1331	211	488	2740	474	152	306	284	769	800	174	9040
Added	0	77	1	0	72	0	0	0	0	-5	0	0	69
Total	701	1408	212	488	2812	474	152	306	284	764	800	174	9109
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	1338	587	0	2077	1686	0	0	0	1062	0	982	8109
Added	0	57	24	0	9	0	0	0	0	5	0	0	99
Total	0	1395	611	0	2086	1686	0	0	0	1067	0	982	8208
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	1374	577	0	2016	921	750	0	1035	0	0	0	8237
Added	0	38	10	0	22	0	0	0	-3	0	0	0	67
Total	0	1412	587	0	2038	921	750	0	1032	0	0	0	8304
#22 Jamboree Rd/Michelson Dr													
Base	177	1801	101	55	2656	575	339	243	93	449	560	670	8473
Added	0	136	88	0	9	0	0	0	0	0	0	0	233
Total	177	1937	189	55	2665	575	339	243	93	449	560	670	8706
#23 Jamboree Rd/Campus Dr													
Base	275	1587	9	59	2361	573	68	12	40	39	65	155	5232
Added	0	154	0	0	15	0	0	0	0	0	0	0	169
Total	275	1741	9	59	2376	573	68	12	40	39	65	155	5401
#24 Jamboree Rd/Campus Dr													
Base	197	1529	70	221	1964	162	166	304	41	592	454	223	6356
Added	25	189	1	0	34	0	0	0	1	-1	0	0	297
Commit	0	32	0	0	74	0	0	0	0	1	3	0	110
Total	222	1750	69	221	2072	162	166	304	42	592	457	223	6763
#25 Jamboree Rd/Birch St													
Base	197	1605	1	5	2369	543	149	1	18	0	0	0	4820
Added	0	197	0	0	39	0	65	0	0	0	0	0	297
Commit	0	39	0	0	77		0	0	0	0	0	0	116
Total	197	1841	1	5	2485	543	214	1	18	0	0	0	5233
#26 Jamboree Rd/Fairchild Rd													
Base	9	1752	43	362	2073	21	25	0	29	0	2	329	4650
Added	67	87	0	10	46	12	77	1	226	0	4	-5	526
Total	76	1839	43	372	2119	33	102	1	255	0	6	324	5176

Uptown Newport
Year 2021 - With Uptown - CUBA Analysis
AM Peak Hour - [illegible]

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#27 Tennessee Rd/Bristol St N													
Base	573	797	517	0	980	251	0	0	1	0	0	0	3919
Added	0	280	0	0	210	196	0	0	0	0	0	0	699
Commit	29	49	21	0	69	[illegible]	0	0	0	0	0	0	209
Total	602	1133	653	0	1259	506	0	0	0	0	0	0	4827
#28 Jamboree Rd/Bristol St													
Base	0	1233	14	0	710	0	656	325	990	0	0	0	3928
Added	0	202	0	0	110	0	21	0	0	0	0	0	333
Commit	0	118	0	0	90	0	0	0	111	0	0	0	319
Total	0	1627	14	0	1013	0	677	325	1101	0	0	0	4718
#29 Jamboree Rd/Bayview Dr													
Base	19	1547	56	34	1704	99	193	0	42	29	0	31	3833
Added	0	272	0	0	210	0	0	0	0	0	0	0	482
Commit	0	30	0	0	39	14	1	0	1	0	0	0	85
Total	19	1849	56	34	1953	113	194	0	43	29	0	31	4300
#30 Jamboree Rd/Ft. Worthy Dr													
Base	99	1511	100	70	1317	963	413	165	35	286	136	161	4551
Added	0	202	0	0	210	0	0	0	0	22	0	0	432
Commit	0	35	0	0	178	0	0	1	0	1	1	0	217
Total	99	1709	100	70	1705	963	413	166	35	307	137	161	5200
#31 Carlson Ave/Michelson Dr													
Base	176	155	157	30	28	248	402	566	75	213	993	35	3309
Added	0	0	0	0	0	0	0	30	0	0	0	0	44
Total	176	155	157	30	28	248	402	604	75	213	993	35	3353
#32 Carlson Ave/Campus Dr													
Base	0	0	0	160	2	956	194	518	0	0	936	95	2861
Added	0	0	0	0	0	0	0	-1	0	0	5	0	-6
Total	0	0	0	160	2	956	194	517	0	0	941	95	2855
#33 Barranca Ave/Michelson Dr													
Base	165	576	26	161	781	599	153	271	53	161	934	905	3854
Added	0	0	0	0	0	0	0	39	0	0	0	0	44
Total	165	576	26	161	781	599	153	309	53	161	934	905	3898
#34 Campus Dr/Bristol St S													
Base	401	1465	0	0	235	169	0	0	0	135	387	157	3517
Added	0	148	0	0	66	30	0	0	0	45	111	1	405
Commit	0	0	0	0	1	0	0	0	0	0	8	0	17
Total	401	1613	0	0	301	199	0	0	0	184	477	157	3939

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - 10:[illegible]

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#35 Birch St/Bristol St N													
Base	43	158	1	0	139	132	0	0	0	399	1071	222	2970
Added	0	-1	1	1	0	15	0	0	0	0	196	0	143
Commit	5	8	0	0	26	2	0	0	0	50	1	0	91
Total	48	165	2	1	165	117	0	0	0	449	1268	222	3104
#36 Campus Dr/Bristol St													
Base	0	942	169	99	374	0	1061	1468	420	0	0	0	4532
Added	0	182	0	1	63	0	73	-10	0	0	0	0	251
Commit	0	4	0	0	1	0	2	26	0	0	0	0	33
Total	0	1128	169	99	438	0	1136	1484	420	0	0	0	4817
#37 Birch St/Bristol St S													
Base	0	959	753	138	345	0	873	866	148	0	0	0	3982
Added	0	0	0	0	0	0	-1	-5	0	0	0	0	-6
Commit	0	14	14	0	76	0	0	9	98	0	0	0	131
Total	0	973	767	138	421	0	872	866	246	0	0	0	4103
#38 Daytona Dr/Bristol St													
Base	0	0	81	2	0	0	0	2406	296	0	0	0	2785
Added	0	0	0	0	0	0	0	97	0	0	0	0	97
Commit	0	0	2	0	0	0	0	50	1	0	0	0	53
Total	0	0	83	2	0	0	0	2453	297	0	0	0	2935
#39 Irvine Avenue / Mesa Drive													
Base	30	1027	338	9	696	34	85	142	94	166	36	5	2664
Added	0	155	0	0	93	0	0	0	0	0	0	0	248
Commit	0	2	20	0	0	0	0	6	1	6	0	0	35
Total	30	1184	364	9	789	34	85	148	95	172	36	5	2947
#40 University Dr/Campus Dr													
Base	57	864	339	114	1405	999	907	401	16	38	637	280	4511
Added	0	79	0	0	55	-8	1	0	0	0	0	0	81
Total	57	943	339	114	1460	1[illegible]	908	401	16	38	637	280	4592
#41 Mesa Rd/University Dr													
Base	36	0	73	0	0	0	0	587	113	16	1866	0	3693
Added	2	0	0	0	0	0	0	75	0	0	22	0	97
Total	38	0	73	0	0	0	0	1363	113	16	1888	0	3823
#42 Bristol St/University Dr													
Base	42	0	90	0	0	3	0	1132	328	1[illegible]	1[illegible]	0	3513
Added	3	0	0	0	0	0	0	75	0	0	22	0	97
Total	45	0	90	0	0	3	0	1177	328	1[illegible]	1194	0	3610

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - 10:[illegible]

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#43 [illegible] Dwy													
Base	[illegible]	0	14	0	0	0	0	0[illegible]	21	46	333	0	491
Added	5[illegible]	0	49	0	0	0	0	17	0	-1	5	0	124
Total	5[illegible]	0	63	0	0	0	0	97	21	45	338	0	615
#239 Proj Dwy on Hardcrest Rd (right-in / right-out connect access)													
Base	2[illegible]	1[illegible]	0	0	1534	96	3	0	6	0	0	0	3127
Added	0	1[illegible]0	0	0	41	12	31	0	32	0	0	0	272
Total	9[illegible]	1[illegible]	0	0	1575	22	34	0	38	0	0	0	3[illegible]

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - 1CU

Figure Analysis Report
Level Of Service

Intersection	Base Del/ Veh	V/C	Future Del/ Veh	V/C	Change Del	V/C
1 MacArthur Blvd/Main St	F xxxxx	0.820	B xxxxx	0.822	+ 0.002	V/C
2 MacArthur Blvd/I-405 NB Ramps	C xxxxx	0.798	D xxxxx	0.902	+ 0.105	V/C
3 MacArthur Blvd/I-405 SB Ramps	D xxxxx	0.534	D xxxxx	0.688	0.007	V/C
4 MacArthur Blvd/Michelson Dr	B xxxxx	0.694	B xxxxx	0.694	- 0.001	V/C
5 MacArthur Blvd/Campus Dr	F xxxxx	0.846	B xxxxx	0.876	+ 0.029	V/C
6 MacArthur Blvd/Birch St	A xxxxx	0.593	A xxxxx	0.593	- 0.005	V/C
7 MacArthur Blvd/Von Karman Ave	A xxxxx	0.584	B xxxxx	0.607	- 0.003	V/C
8 MacArthur Blvd/Jamboree Rd	B xxxxx	0.663	C xxxxx	0.789	- 0.140	V/C
9 MacArthur Blvd/Fairchild Rd	B xxxxx	0.902	F xxxxx	0.932	- 0.029	V/C
10 MacArthur Blvd NB/University Dr	A xxxxx	0.533	A xxxxx	0.551	- 0.015	V/C
11 MacArthur Blvd SB/University Dr	A xxxxx	0.376	A xxxxx	0.392	- 0.015	V/C
12 Von Karman Ave/Main St	D xxxxx	0.840	D xxxxx	0.911	- 0.071	V/C
13 Von Karman Ave/Michelson Dr	D xxxxx	0.723	D xxxxx	0.735	0.009	V/C
14 Von Karman Ave/Airport Dr	A xxxxx	0.533	A xxxxx	0.541	- 0.005	V/C
15 Von Karman Ave/Campus Dr	C xxxxx	0.700	C xxxxx	0.824	- 0.124	V/C
16 Von Karman Ave/Birch St	A xxxxx	0.289	A xxxxx	0.343	0.054	V/C
17 Teller Ave/Campus Dr	A xxxxx	0.614	A xxxxx	0.627	- 0.007	V/C
18 Teller Ave/Birch St	B 12.1	0.240	B 12.9	0.002	+ 0.770	D/V
19 Jamboree Rd/Main St	E xxxxx	0.905	E xxxxx	0.945	+ 0.040	V/C
20 Jamboree Rd/I-405 NB Ramps	C xxxxx	0.711	C xxxxx	0.783	+ 0.012	V/C
21 Jamboree Rd/I-405 SB Ramps	F xxxxx	1.000	E xxxxx	1.000	+ 0.001	V/C
22 Jamboree Rd/Michelson Dr	F xxxxx	0.838	F xxxxx	0.837	- 0.111	V/C
23 Jamboree Rd/Dupont Dr	C xxxxx	0.776	C xxxxx	0.779	+ 0.003	V/C

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - 1CU

Intersection	Base Del/ Veh	V/C	Future Del/ Veh	V/C	Change Del	V/C
24 Jamboree Rd/Campus Dr	F xxxxx	0.788	D xxxxx	0.814	+ 0.026	V/C
25 Jamboree Rd/Birch St	A xxxxx	0.561	A xxxxx	0.633	+ 0.059	V/C
26 Jamboree Rd/Fairchild Rd	C xxxxx	0.715	C xxxxx	0.779	+ 0.064	V/C
27 Jamboree Rd/Bristol St N	A xxxxx	0.574	A xxxxx	0.491	- 0.078	V/C
28 Jamboree Rd/Bristol St S	A xxxxx	0.473	A xxxxx	0.559	- 0.188	V/C
29 Jamboree Rd/Bayview Wy	A xxxxx	0.377	A xxxxx	0.424	- 0.140	V/C
30 Jamboree Rd/University Dr	A xxxxx	0.537	A xxxxx	0.575	+ 0.088	V/C
31 Harlan Ave/Michelson Dr	A xxxxx	0.617	A xxxxx	0.640	+ 0.002	V/C
32 Harlan Ave/Campus Dr	B xxxxx	0.660	B xxxxx	0.659	- 0.001	V/C
33 Fairview Ave/Michelson Dr	C xxxxx	0.755	C xxxxx	0.757	+ 0.002	V/C
34 Tamura Dr/Bristol St N	A xxxxx	0.484	A xxxxx	0.538	+ 0.054	V/C
35 Birch St/Bristol St N	A xxxxx	0.358	A xxxxx	0.386	+ 0.028	V/C
36 Tamura Dr/Bristol St	A xxxxx	0.500	B xxxxx	0.525	+ 0.025	V/C
37 Birch St/Bristol St S	A xxxxx	0.341	A xxxxx	0.367	+ 0.026	V/C
38 Bayview Pl/Bristol St	A xxxxx	0.401	A xxxxx	0.413	+ 0.012	V/C
39 Irvine Avenue / Mesa Drive	A xxxxx	0.347	A xxxxx	0.370	+ 0.023	V/C
40 University Dr/Campus Dr	D xxxxx	0.872	D xxxxx	0.871	+ 0.000	V/C
41 Kaiser Rd/University Dr	B xxxxx	0.649	B xxxxx	0.646	+ 0.006	V/C
42 California Ave/University Dr	B xxxxx	0.659	B xxxxx	0.681	+ 0.022	V/C
43 Birch Dwy	A 8.9	0.030	B 10.4	0.287	+ 1.503	D/V
P200 Proj Dwy on Jamboree Rd	A 0.0	0.000	F 114.9	1.761	+114.971	D/V

Uptown Hospital
Year 2021 - With Uptown CLOS Analysis
AM Peak Hour - TOT

Level Of Service Computation Report
TOT (Ultimate Cycle Length 90 Method (Future Volume Alternative)

Intersection #1 MacArthur Blvd/Main St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 5 Average Delay (sec/veh): ******
Optimal Cycle: 90 Level Of Service: E

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	2	0	1	1	0
Volume Module:												
Base Vol:	882	517	1730	372	517	60	85	336	968	268	367	320
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	964	1272	1429	439	564	109	92	661	315	293	653	349
Added Vol:	0	87	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	964	1359	1429	439	577	109	92	661	315	293	653	349
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:	964	1359	0	439	577	109	92	661	315	293	653	0
Reduced Vol:	0	0	0	0	0	0	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	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
Final Volume:	964	1359	0	439	577	109	92	661	315	293	653	0
Crit Adj Vol:												
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	0.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3400	0	3400	1700	1700	1700	1700	3400	1700	0	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.28	0.40	0.00	0.26	0.34	0.06	0.05	0.19	0.19	0.09	0.19	0.00
Delay/Veh:									0.00			
Crit Moves:	****				****			****			****	

Uptown Hospital
Year 2021 - With Uptown - CLOS Analysis
AM Peak Hour - TOT

Level Of Service Computation Report
TOT (Ultimate Cycle Length 90 Method (Future Volume Alternative)

Intersection #2 MacArthur Blvd/I 405 EB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 1.509
Loss Time (sec): 5 Average Delay (sec/veh): ******
Optimal Cycle: 91 Level Of Service: F

Street Name:	MacArthur Blvd						I-405 EB 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	2	0
Volume Module:												
Base Vol:	0	2661	814	164	1118	0	0	0	0	811	0	440
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	2610	890	212	1113	0	0	0	0	1008	0	710
Added Vol:	0	87	77	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2671	967	212	1125	0	0	0	0	1008	0	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2671	967	212	1125	0	0	0	0	1008	0	710
Reduced Vol:	0	0	0	0	0	0	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:	0	2671	967	212	1125	0	0	0	0	1008	0	710
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	2.00	2.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00
Final Sat.:	0	6800	3400	0	6800	0	0	0	0	3400	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.28	0.06	0.17	0.00	0.00	0.00	0.00	0.30	0.00	0.21
Crit Moves:		****			****						****	

Uptown Newport
Year 2021 - With Uptown - CSQA Analysis
AM Peak Hour - ICU

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

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec): 100 Critical vol./cap.(X): 0.888
Loss Time (sec): 5 Average Delay (sec/veh): XXXXXX
Optimal Cycle: 90 Level Of Service: E

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:	Ov			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	1	0	1	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	0	1201	309	177	1217	520	1	0	0	964	988	1148
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	1371	425	194	1331	569	1	0	0	1054	316	1255
Added Vol:	0	134	0	0	12	0	0	0	0	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1505	425	194	1343	569	0	0	0	1072	315	1255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1505	425	194	1343	569	0	0	0	1072	315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1505	425	194	1343	569	0	0	0	1072	315	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	1505	425	194	1343	569	0	0	0	1072	315	0
CvAdjVol:			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	0.00	4.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00
Final Sat.:	0	6400	1600	0	6400	1600	0	0	0	6400	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.26	0.16	0.21	0.36	0.00	0.00	0.00	0.17	0.19	0.00
OvLAdjV/S:			0.00									
Crit Moves:		****			****					****		

Uptown Newport
Year 2021 - With Uptown - CSQA Analysis
AM Peak Hour - ICU

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

Intersection #4 MacArthur Blvd/W Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 5 Average Delay (sec/veh): XXXXXX
Optimal Cycle: 85 Level Of Service: E

Street Name: MacArthur Boulevard W Coast Hwy

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ov			Include			Ov		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	0	1	0	1
Volume Module:												
Base Vol:	226	1019	138	345	1939	0	993	116	45	123	121	195
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	247	1455	150	376	2021	0	1220	121	49	134	136	336
Added Vol:	0	134	0	0	90	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	1589	150	376	2011	0	1220	121	49	134	136	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1589	150	376	2011	0	1220	121	49	134	136	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1589	150	376	2011	0	1220	121	49	134	136	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1589	150	376	2011	0	1220	121	49	134	136	336
CvAdjVol:												147
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	4.00	0.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	6400	1600	3200	6400	0	3200	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.09	0.11	0.31	0.00	0.38	0.08	0.03	0.04	0.08	0.21
OvLAdjV/S:												0.09
Crit Moves:	****				****			****				****

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - 100

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

Intersection #5 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	F

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	3	2	0	1	2	0
Volume Module:												
Base Vol:	80	1119	116	269	989	265	100	916	110	57	595	171
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	87	1204	127	294	1073	312	487	838	109	136	595	187
Added Vol:	0	171	0	2	97	0	0	0	0	0	0	10
Committed Vl:	0	21	0	0	50	0	0	1	0	0	0	0
Initial Fut:	87	1416	127	296	1167	312	487	839	109	136	595	197
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:	87	1416	127	296	1167	312	487	839	109	136	595	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1416	127	296	1167	312	487	839	109	136	595	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
Final Volume:	87	1416	127	296	1167	312	487	839	109	136	595	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	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	5100	1600	3200	5100	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.07	0.19	0.19	0.18	0.15	0.17	0.06	0.04	0.12	0.00
Crit Moves:		****		****			****				****	

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - 100

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

Intersection #6 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	F

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	2	0	1	1	1	0
Volume Module:												
Base Vol:	33	669	85	51	607	201	113	256	57	26	19	58
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00
Initial Bse:	36	736	85	56	668	222	113	256	57	26	19	58
Added Vol:	0	124	0	11	36	3	0	-1	0	0	0	52
Committed Vl:	1	17	0	0	61	13	3	3	0	0	13	0
Initial Fut:	37	877	85	112	766	235	116	253	57	26	32	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	37	877	85	112	766	235	116	253	57	26	32	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	877	85	112	766	235	116	253	57	26	32	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
Final Volume:	37	877	85	112	766	235	116	253	57	26	32	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	0.78	1.00	1.67	0.33	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1255	1600	2669	531	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.05	0.07	0.16	0.19	0.07	0.10	0.09	0.02	0.01	0.00
Crit Moves:		****		****			****				****	

Uptown Newport
Year 2021 - With Uptown - CRGA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU 1 (Max of Cycle Length 5) Method (Future Volume Alternative)

Intersection #7 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	9	Average Delay (sec/veh):	******
Optimal Cycle:	85	Level Of Service:	B

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
Turns:	1	3	3	0	1	1	0	2	0	1	1	3
Volume Module:												
Base Vol:	80	926	904	80	275	150	25	90	11	60	120	11
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	88	869	946	44	304	165	28	99	91	66	132	11
Added Vol:	0	124	118	0	30	0	0	0	0	111	0	0
Committed V:	0	22	1	6	46	0	0	0	0	1	2	0
Initial Fut:	108	815	864	50	386	169	25	90	11	184	129	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	815	864	50	386	169	25	90	11	184	129	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	815	864	50	386	169	25	90	11	184	129	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	815	864	50	386	169	25	90	11	184	129	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	0.20	0.54	0.03	0.08	0.11	0.02	0.03	0.00	0.06	0.08	0.01
Crit Moves:			****	****			****				****	

Uptown Newport
Year 2021 - With Uptown - CRGA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU 1 (Max of Cycle Length 5) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	9	Average Delay (sec/veh):	******
Optimal Cycle:	114	Level Of Service:	[illegible]

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:	Ov.			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
Turns:	2	3	3	0	1	2	0	2	0	1	2	3
Volume Module:												
Base Vol:	163	1216	165	71	318	198	374	981	161	249	666	180
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	164	1338	182	78	350	218	411	1079	177	273	732	198
Added Vol:	0	180	54	4	114	10	31	242	0	119	318	10
Committed V:	1	18	1	2	38	12	10	97	0	0	88	8
Initial Fut:	170	1537	237	87	503	231	452	1327	177	392	1038	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1537	237	87	503	2	452	1327	177	392	1038	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1537	237	87	503	2	452	1327	177	392	1038	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1537	237	87	503	2	452	1327	177	392	1038	216
CriticalVol:			237									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	1600	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.07	0.05	0.11	0.00	0.14	0.28	0.11	0.12	0.22	0.14
Crit Moves:								****			****	

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour ICU

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

Intersection #5 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.999
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	E

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	2 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	2489	347	983	800	0	0	0	0	50	0	21
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	2711	378	1071	872	0	0	0	0	55	0	23
Added Vol:	0	704	0	0	104	0	0	0	0	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3415	378	1071	976	0	0	0	0	70	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3415	378	1071	976	0	0	0	0	70	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3415	378	1071	976	0	0	0	0	70	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3415	378	1071	976	0	0	0	0	70	0	23
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	2.00	0.52	1.00	3.00	0.00	0.00	0.00	0.00	1.00	3.00	1.00
Final Sat.:	0	4200	992	1700	5100	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.07	0.13	0.19	0.00	0.00	0.00	0.00	0.04	0.00	0.01
Crit Moves:		****		****						****		

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - ICU

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

Intersection #10 MacArthur Blvd NB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	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	0 0	3 0	0 1	2 0	2 0	0 0
Volume Module:												
Base Vol:	98	0	239	0	0	0	0	1061	107	338	959	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	57	0	261	0	0	0	0	1156	117	369	1045	0
Added Vol:	0	0	0	0	0	0	0	79	0	0	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	0	261	0	0	0	0	1235	117	369	1045	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:	57	0	261	0	0	0	0	1235	117	369	1045	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	261	0	0	0	0	1235	117	369	1045	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:	57	0	261	0	0	0	0	1235	117	369	1045	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	0.24	0.07	0.11	0.27	0.31	
Crit Moves:			****					****		****		

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - 100

Level Of Service Computation Report
ICU 1(Loss as Cycle Length 5) Method (Future Volume Alternative)

Intersection #13 MacArthur Blvd SB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	27	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
Volume Module:												
Base Vol.:	0	0	42	0	0	0	0	1172	30	355	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	30	355	441	0
Added Vol.:	0	0	0	0	0	0	0	46	0	0	22	0
PasserByVol.:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	42	0	0	0	0	1218	30	355	463	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	1218	30	355	463	0
Reduct Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol.:	0	0	42	0	0	0	0	1218	30	355	463	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	42	0	0	0	0	1218	30	355	463	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	2.00	0.02	2.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3615	195	3200	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.27	0.27	0.10	0.10	0.00
Crit Moves:			****					****			****	

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - 100

Level Of Service Computation Report
ICU 1(Loss as Cycle Length 5) Method (Future Volume Alternative)

Intersection #12 Von Karman Ave/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.21[illegible]
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	92	Level Of Service:	[illegible]

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			Permitted			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	0	0	1	0	0	0	0	1	0	0
Volume Module:												
Base Vol.:	138	413	89	85	1146	302	259	591	272	326	1193	130
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	151	453	97	93	1251	330	326	644	297	355	1303	142
Added Vol.:	0	29	0	0	3	0	0	0	0	0	0	0
PasserByVol.:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	481	97	93	1254	330	326	644	297	355	1303	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	481	97	93	1254	330	326	644	0	355	1303	142
Reduct Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol.:	151	481	97	93	1254	330	326	644	0	355	1303	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	151	481	97	93	1254	330	326	644	0	355	1303	142
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3400	3400	1600	1600	3200	1600	3200	3200	1600	3400	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.06	0.06	0.39	0.21	0.10	0.20	0.00	0.11	0.28	0.38
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU (Intersection Capacity Utilization) Method (Future Volume Alternative)

Intersection #14 Von Karman Ave/Michelson Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	2	0	1	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	23	802	73	167	683	140	168	101	41	207	527	157
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	50	1557	80	180	737	153	183	110	45	226	574	170
Added Vol:	0	29	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1586	80	180	737	153	183	110	45	226	574	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1586	80	180	737	153	183	110	45	226	574	170
Reduc. Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1586	80	180	737	153	183	110	45	226	574	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	1586	80	180	737	153	183	110	45	226	574	170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	3400	1700	1700	2824	1276	1700	1700	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat.:	0.03	0.47	0.05	0.11	0.26	0.12	0.11	0.07	0.03	0.13	0.34	0.10
Crit Moves:												

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU (Intersection Capacity Utilization) Method (Future Volume Alternative)

Intersection #14 Von Karman Ave/Uptown Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.847
Total Time (sec): 8 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: A

Street Name:	Von Karman Avenue						Uptown Dr					
Approach:	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	2	0	1	2	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	94	1001	30	30	720	96	4	73	83	89	147	91
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	103	1054	44	88	786	43	4	80	90	97	161	99
Added Vol:	0	29	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	1083	44	88	786	43	4	80	90	97	161	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	1083	44	88	786	43	4	80	90	97	161	99
Reduc. Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1083	44	88	786	43	4	80	90	97	161	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	1083	44	88	786	43	4	80	90	97	161	99
Saturation Flow Module:												
Sat/Lane:	1633	1633	1633	1633	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	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.97	0.03
Final Sat.:	1733	3273	127	1700	3400	1700	1700	1700	1700	1700	2191	1209
Capacity Analysis Module:												
Vol/Sat.:	0.06	0.33	0.35	0.05	0.23	0.03	0.00	0.04	0.04	0.06	0.07	0.08
Crit Moves:												

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Uptown Reports
Year 2021 With Uptown - CEQA Analysis
AM Peak Hour - 100

Level Of Service Computation Report
ICU Times as Cycle Length Is Sum Of (Future Volume Alternative)

Intersection #15 Von Karman Ave/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

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	0	3	1	1	3	1	0
Volume Module:												
Base Vol:	10	749	49	88	475	130	380	439	42	102	513	118
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	11	831	68	69	519	141	306	484	46	112	559	129
Added Vol:	0	14	0	0	1	0	0	2	0	0	10	15
Committed Z:	0	1	2	0	2	0	0	0	0	0	0	0
Initial Fut:	21	826	70	69	522	141	306	486	46	112	571	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	826	0	69	522	141	306	486	46	112	571	144
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	826	0	69	522	141	306	486	46	112	571	144
PCE Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	826	0	69	522	141	306	486	46	112	571	144
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	1.00	0.50	1.00	2.00	1.00	1.00	1.00	0.40
Final Sat.:	1700	3400	1600	1700	1700	800	1700	3400	1700	1700	1700	668
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.00	0.04	0.29	0.18	0.18	0.14	0.03	0.07	0.34	0.21
Crit Moves:		****			****			****			****	

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Uptown Reports
Year 2021 - With Uptown CEQA Analysis
AM Peak Hour - 100

Level Of Service Computation Report
ICU 1(Times as Cycle Length is Method 2/Volume Volume Alternative)

Intersection #16 Von Karman Ave/Bird St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.343
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: F

Street Name:	Von Karman Avenue						Bird 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	0	2	0	2	0	1	0
Volume Module:												
Base Vol:	10	487	47	49	301	120	95	179	29	39	157	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:	10	491	47	49	301	120	95	179	29	39	157	19
Added Vol:	17	113	1	0	91	0	0	1	0	0	80	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	604	48	49	392	120	95	180	29	39	237	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	604	48	49	392	120	95	180	29	39	237	20
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	604	48	49	392	120	95	180	29	39	237	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	604	48	49	392	120	95	180	29	39	237	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	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:	0.02	0.19	0.03	0.03	0.12	0.08	0.06	0.06	0.02	0.02	0.07	0.02
Crit Moves:		****			****			****			****	

Jetown Newport
Year 2021 With Uptown CEQA Analysis
AM Peak Hour - LOU

Level Of Service Computation Report
1000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #13 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.021
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimum 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	0	1
Volume Module:												
Base Vol:	8	59	53	25	133	82	102	362	43	61	530	209
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	9	65	58	27	145	90	110	396	47	70	584	225
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:	9	65	58	27	145	90	110	401	47	70	609	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	65	58	27	145	90	110	401	47	70	609	225
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	65	58	27	145	90	110	401	47	70	609	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	65	58	27	145	90	110	401	47	70	609	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	1.00	2.00	1.00	1.00	1.49	0.51
Final Sat.:	1900	1900	1900	1900	1182	718	1900	3800	1900	1900	2824	976
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.03	0.02	0.12	0.12	0.07	0.11	0.02	0.04	0.21	0.23
Crit Moves:	****			****			****				****	

Uptown Newport
Year 2021 - With Jetown - CEQA Analysis
AM Peak Hour - LOU

Level Of Service Computation Report
1000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #16 Teller Ave/Birch St

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: B(12.9)

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	0	1	0	1	0	0
Volume Module:												
Base Vol:	2	1	5	21	0	13	29	101	15	41	245	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:	2	1	5	21	0	13	29	101	5	45	246	26
Added Vol:	0	0	13	0	0	0	0	4	0	4	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1	18	21	0	13	29	105	15	49	301	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	18	21	0	13	29	105	15	49	301	26
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	18	21	0	13	29	105	15	49	301	26
Critical Gap Module:												
Critical Gap:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
Follow-Up Time:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cuthrough Vol:	626	599	61	526	504	158	370	xxxx	xxxxx	171	xxxx	xxxxx
Potent Cap.:	518	472	999	439	482	874	1241	xxxx	xxxxx	1475	xxxx	xxxxx
Movd Cap.:	476	444	999	412	395	835	1241	xxxx	xxxxx	1475	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.02	0.05	0.01	0.02	0.02	xxxx	xxxxx	0.03	xxxx	xxxxx
Level Of Service Module:												
2Way95%Q:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Delay:	xxxx	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	848	xxxxx	407	xxxx	818	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.2	xxxx	0.1	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.4	xxxxx	14.5	xxxx	11.1	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	B	*	B	*	*	*	A	*	*
ApproachDel:	9.4			12.5			xxxxxx			xxxxxx		
ApproachLOS:	A			B			*			*		

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

Uptown Newport
Year 2021 - With Uptown - CLOA Analysis
AM Peak Hour - 100

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

Intersection #13 Jamboree Rd/Main St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.941
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	124	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			Ignore			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
Volume Module:												
Base Vol:	81	1547	194	449	2826	816	139	280	960	303	737	104
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	101	1801	222	489	3193	671	152	305	1047	329	803	113
Added Vol:	0	59	-1	0	12	0	0	0	0	-8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	1860	221	489	3205	671	152	305	1047	321	803	113
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:	101	1860	0	489	3205	671	152	305	0	321	803	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	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:	101	1860	0	489	3205	671	152	305	0	321	803	0
Crit AdjVol:						946						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	3.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	6400	1600	4800	6400	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.21	0.29	0.00	0.14	0.40	0.42	0.05	0.06	0.00	0.10	0.17	0.00
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2021 - With Uptown - CLOA Analysis
AM Peak Hour - 100

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

Intersection #23 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.093
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	45	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	0	3	0
Volume Module:												
Base Vol:	0	1777	670	0	1900	1700	0	0	0	1650	0	800
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	1937	730	0	2071	1853	0	0	0	1798	0	872
Added Vol:	0	57	19	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	1994	749	0	2084	1853	0	0	0	1798	0	872
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1994	0	0	2084	0	0	0	0	1798	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	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	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	1994	0	0	2084	0	0	0	0	1798	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	4800	1600	0	6400	3200	0	0	0	2400	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.75	0.00	0.00
Crit Moves:		****			****						****	

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour

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

Intersection #27 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.068
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	100	Level Of Service:	F

Street Name: Jamboree Rd | 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			Permitted			Permitted		
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
Texas:	0	0	4	0	1	0	0	4	0	1	2	0

Volume Module:

Base Vol:	0	1924	619	0	3826	281	681	0	1587	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	1974	677	0	3936	321	743	0	1802	0	0	0
Added Vol:	0	86	50	0	12	0	0	0	-9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1960	727	0	3948	321	743	0	1802	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	1960	0	0	3948	0	743	0	1802	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1960	0	0	3948	0	743	0	1802	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1960	0	0	3948	0	743	0	1802	0	0	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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	0.00	4.00	1.00	0.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	6800	1700	0	6800	1700	0400	0	3600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.00	0.00	0.49	0.00	0.00	0.00	0.50	0.00	0.00	0.00
Crit Moves:	****				****				****			

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour

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

Intersection #26 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	8	Average Delay (sec/veh):	******
Optimal Cycle:	87	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			Permitted		
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
Texas:	2	0	4	0	1	2	0	4	0	1	2	0

Volume Module:

Base Vol:	101	1464	184	508	2480	506	382	322	95	535	511	91
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	110	1601	201	553	2708	551	416	351	103	583	557	99
Added Vol:	0	136	20	0	5	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1737	221	553	2713	551	416	351	103	589	557	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1737	221	553	2713	0	416	351	103	589	557	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1737	221	553	2713	0	416	351	103	589	557	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	1737	221	553	2713	0	416	351	103	589	557	0

Saturation Flow Module:

Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	0.00	4.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	0400	6800	1700	3600	3600	1700	1800	1800	1700

Capacity Analysis Module:

Vol/Sat:	0.10	0.26	0.13	0.13	0.40	0.00	0.09	0.07	0.06	0.33	0.31	0.00
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2021 - With Uptown - CSCA Analysis
AM Peak Hour - TCS

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

Intersection #23 Jamboree Rd/Uptown Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Jamboree Road						Uptown 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 0	0
Volume Module:												
Base Vol:	224	1543	11	46	2167	499	62	11	37	49	53	145
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	245	1687	12	50	2367	545	68	12	40	53	58	159
Added Vol:	0	174	0	0	12	0	0	0	0	0	0	0
Asscbdyvol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	1861	12	50	2405	545	68	12	40	53	58	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	1861	12	50	2405	545	68	12	40	53	58	159
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1861	12	50	2405	545	68	12	40	53	58	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	1861	12	50	2405	545	68	12	40	53	58	159
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	0.25	0.75	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	3400	390	1210	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.01	0.03	0.47	0.31	0.02	0.03	0.03	0.03	0.04	0.09
Crit Moves:	****				****			****				

Uptown Newport
Year 2021 - With Uptown - CSCA Analysis
PM Peak Hour - TCS

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

Intersection #23 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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 0	1 0	2 0	2 0	0 1	0 0	0 0	0 1	0 0	2 0	1 0
Volume Module:												
Base Vol:	193	1337	64	217	727	148	158	278	41	102	412	216
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	197	1377	70	223	1484	152	155	304	45	111	449	235
Added Vol:	25	233	-1	0	34	0	0	0	1	-1	0	0
Asscbdyvol:	0	38	0	0	54	0	0	2	0	1	3	0
Initial Fut:	222	1748	69	223	2052	152	155	306	51	111	452	235
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:	222	1748	69	223	2052	152	155	306	0	111	452	235
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	1748	69	223	2052	152	155	306	0	111	452	235
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:	222	1748	69	223	2052	152	155	306	0	111	452	235
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	3.00	0.25	2.00	2.00	0.25	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5340	427	3400	4254	427	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.16	0.44	0.44	0.05	0.09	0.00	0.17	0.15	0.14
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2021 - With Uptown - CTQA Analysis
AM Peak Hour - 100

Level Of Service Computation Report
100 (Uses as Cycle Length Of Method (Future Volume Alternative)

Intersection #18 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	2

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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0	0	1	0	1
Volume Module:												
Base Vol:	152	1520	1	5	1971	437	214	2	26	0	0	0
Growth Adj:	1.09	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	167	1642	1	5	2129	472	231	2	28	0	0	0
Added Vol:	-1	197	0	0	28	0	0	0	0	0	0	0
PCE Adj:	0	33	0	0	32	0	0	0	0	0	0	0
Initial Rpt:	166	1955	1	5	2160	472	214	2	28	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:	166	1955	1	5	2160	0	214	2	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1955	1	5	2160	0	214	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
Final Volume:	166	1955	1	5	2160	0	214	2	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	1.00	1.00	1.00	0.02	1.00	0.00	1.00	0.00
Final Sat.:	1700	5397	3	1700	1700	1700	2266	34	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.37	0.00	0.42	0.00	0.06	0.06	0.00	0.00	0.00	0.00
Crit Moves:	****				****			****				

Uptown Newport
Year 2021 - With Uptown - CTQA Analysis
AM Peak Hour - 100

Level Of Service Computation Report
100 (Uses as Cycle Length Of Method (Future Volume Alternative)

Intersection #19 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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	0	0	1	0	1
Volume Module:												
Base Vol:	0	1635	37	313	1896	10	23	0	27	7	2	258
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	1782	40	340	2073	11	25	0	30	8	2	326
Added Vol:	0	97	0	19	48	15	77	0	234	0	0	-3
PCE Adj:	0	0	0	0	0	0	0	0	0	0	0	0
MLF Adj:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Rpt:	0	1879	40	359	2121	26	102	0	264	8	2	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1879	40	352	2121	26	102	0	264	8	2	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1879	40	352	2121	26	102	0	264	8	2	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1879	40	352	2121	26	102	0	264	8	2	323
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	1.00	1.00	1.00	0.00	0.98	1.00	1.00	1.00
Final Sat.:	1700	4993	107	1700	1800	1700	1700	0	1660	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.10	0.37	0.02	0.06	0.00	0.16	0.00	0.00	0.19
Crit Moves:		****		****			****					****

Uptown Newport
Year 2021 - With Uptown - CROA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU 1(Base as Cycle Length 0) Method (Future Volume Alternative)

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	133	Critical Vol./Cap.(X):	0.401
Loss Time (sec):	3	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	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
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 1 0 3 0 0 0 0 0
Volume Module:												
Base vol:	913	747	554		0	695	997		2	0	0	0 0 0
Growth adj:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	1.10 1.10 1.10
Initial Bse:	969	792	612		0	765	251		0	0	0	0 0 0
Added vol:	0	293	0		0	270	176		0	0	0	0 0 0
Commitment F:	23	42	21		0	69	13		0	0	0	0 0 0
Initial Fut:	992	1127	633		0	994	350		0	0	0	0 0 0
Ped-Bike adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00 1.00 1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00 1.00 1.00
PHF Volume:	992	1135	636		0	994	350		0	0	0	0 0 0
Reduct Vol:	0	0	0		0	0	0		0	0	0	0 0 0
Reduced Vol:	992	1135	636		0	994	350		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
Final Volume:	992	1135	636		0	994	350		0	0	0	0 0 0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800		1800	1800	1800		1800	1800	1800	1800 1800 1800
Adjustment:	1.00	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	1.89	1.06		0.00	1.87	1.13		0.00	0.00	0.00	0.00 0.00 0.00
Final Sat.:	3600	3060	1906		0	3367	1833		0	0	0	0 0 0
Capacity Analysis Module:												
vol/Sat:	0.28	0.37	0.37		0.00	0.30	0.00		0.00	0.00	0.00	0.00 0.00 0.00
Crit Moves:	****					****						

Uptown Newport
Year 2021 - With Uptown - CROA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU 1(Base as Cycle Length 0) Method (Future Volume Alternative)

Intersection #20 Jamboree Rd/Bristol St

Cycle (sec):	133	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	3	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	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			
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	1	1	0	0	0	3	0	0	1	1	0	0	0 0 0 0 0
Volume Module:															
Base vol:	0	1122	26			0	952	0			685	158	998	0	0 0
Growth adj:	1.10	1.10	1.10			1.10	1.10	1.10			1.10	1.10	1.10	1.10	1.10 1.10
Initial Bse:	0	1234	29			0	1047	0			753	174	998	0	0 0
Added vol:	0	272	0			0	210	0			21	0	0	0	0 0
Commitment F:	0	76	0			0	90	0			5	0	111	0	0 0
Initial Fut:	0	1617	29			0	1347	0			782	174	1109	0	0 0
Ped-Bike adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00 1.00
PHF Adj:	1.00	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	1617	29			0	1347	0			782	174	1109	0	0 0
Reduct Vol:	0	0	0			0	0	0			0	0	0	0	0 0
Reduced Vol:	0	1617	29			0	1347	0			782	174	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
Final Volume:	0	1617	29			0	1347	0			782	174	1109	0	0 0
Saturation Flow Module:															
Sat/Lane:	1800	1800	1800			1800	1800	1800			1800	1800	1800	1800	1800 1800
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00 1.00
Lanes:	0.00	4.97	0.09			0.00	3.00	0.00			2.00	1.00	2.91	1.00	1.00 0.00
Final Sat.:	0	7461	159			0	4800	0			3582	1800	5239	0	0 0
Capacity Analysis Module:															
vol/Sat:	0.00	0.21	0.21			0.00	0.28	0.00			0.21	0.10	0.21	0.00	0.00 0.00
Crit Moves:	****						****						****		

Uptown Newport
Year 2021 - With Uptown - CSQA Analysis
AM Peak Hour - TOD

Level Of Service Computation Report
TOD 1(Uses as Cycle Length & Method Future Volume Alternative)

Intersection #26 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX
Optimum 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	3	3	1	0	1	0	4	0	1	2	0
Volume Module:												
Base Vol:	13	1276	33	83	1745	96	123	0	62	20	0	25
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1347	36	94	1904	25	123	0	62	20	0	25
Added Vol:	0	270	0	0	910	0	0	0	0	0	0	0
Committed V:	0	30	0	0	75	14	0	0	0	0	0	0
Initial Pvb:	23	1648	36	94	1990	42	126	0	63	20	0	25
Base Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Adj:	1.00	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	1648	36	94	1990	42	126	0	63	20	0	25
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1648	36	94	1990	42	126	0	63	20	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1648	36	94	1990	42	126	0	63	20	0	25
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.08	1.00	4.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1800	5270	138	1800	7200	1800	5400	1800	1800	1800	1800	1800
Capacity Analysis Module:												
vol/Sat:	0.01	0.31	0.26	0.05	0.31	0.13	0.04	0.00	0.03	0.01	0.00	0.02
Crit Moves:	****			****			****					****

Uptown Newport
Year 2021 - With Uptown - CSQA Analysis
AM Peak Hour - TOD

Level Of Service Computation Report
TOD 1(Uses as Cycle Length & Method Future Volume Alternative)

Intersection #26 Jamboree Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX
Optimum Cycle:	73	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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	3	0	0	1	0	3	0	0	1	1	1
Volume Module:												
Base Vol:	93	1217	181	63	1192	256	419	105	35	384	124	167
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	1339	199	70	1311	282	419	105	35	384	124	167
Added Vol:	0	272	0	0	110	0	0	0	0	0	0	0
Committed V:	0	93	0	0	178	0	0	0	0	0	0	0
Initial Pvb:	99	1703	199	70	1599	282	419	105	35	384	124	167
Base Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Adj:	1.00	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	1703	199	70	1599	282	419	105	35	384	124	167
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1703	199	70	1599	282	419	105	35	384	124	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	1703	199	70	1599	282	419	105	35	384	124	167
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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	0.00	3.00	1.00	2.55	0.01	1.00	2.00	1.00	1.00
Final Sat.:	1800	5400	1800	0000	5400	1800	4946	014	1800	3600	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.11	0.04	0.30	0.16	0.16	0.16	0.02	0.10	0.07	0.09
Crit Moves:	****				****		****			****		

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Uptown Report
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - ICU

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

Intersection #31 Carlson Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	87	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	2	0	1	2	0	1	0	1	1
Volume Module:												
Base Vol:	454	122	144	97	26	297	447	218	85	158	889	97
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	494	133	157	30	28	248	489	238	92	213	969	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	494	133	157	30	28	248	489	238	92	213	969	90
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:	494	133	157	30	28	0	489	238	92	213	969	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	133	157	30	28	0	489	238	92	213	969	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
Final Volume:	494	133	157	30	28	0	489	238	92	213	969	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	0.00	1.00	2.00	0.00	1.00	2.00	0.00	1.00	2.00	0.00	1.00
Final Sat.:	3400	0	1700	3400	0	1700	3400	0	1700	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.15	0.08	0.09	0.01	0.02	0.00	0.14	0.14	0.05	0.13	0.29	0.00
Crit Moves:	****				****		****				****	

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Uptown Report
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - ICU

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

Intersection #41 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	83	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	1	1	0	1	1	1	1	1	0	1
Volume Module:												
Base Vol:	0	0	0	146	2	306	113	615	0	0	836	87
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	160	2	333	123	670	0	0	911	95
Added Vol:	0	0	0	0	0	0	0	-5	0	0	-5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	2	333	123	665	0	0	906	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	2	333	123	665	0	0	906	95
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	2	333	123	665	0	0	906	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	160	2	333	123	665	0	0	906	95
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	0.47	0.01	1.00	1.00	1.00	0.00	0.00	1.01	0.10
Final Sat.:	0	0	0	847	10	1700	1700	1700	0	0	1705	170
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.19	0.07	0.39	0.00	0.00	0.53	0.56
Crit Moves:							****	****			****	

Uptown Development
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - 100

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

Intersection #1 455 Forest Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	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			Overlap			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	2	0	2	0	1	0
Volume Module:												
Base Vol:	90	252	24	167	710	457	140	948	84	133	707	186
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	106	315	26	181	781	500	153	1033	92	145	771	203
Added Vol:	0	0	0	0	0	0	0	86	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	315	26	181	781	500	153	1119	92	145	771	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	315	26	181	781	500	153	1119	92	145	771	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	315	26	181	781	500	153	1119	92	145	771	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	106	315	26	181	781	500	153	1119	92	145	771	203
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.45	0.15	1.00	0.00	1.00	2.00	0.00	2.00	0.00	1.00	0.40
Final Sat.:	1600	2162	259	1600	2400	1600	3200	3200	3200	3200	1600	640
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.10	0.11	0.33	0.31	0.05	0.35	0.03	0.05	0.48	0.31
Crit Moves:	****					****	****				****	

Uptown Development
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - 100

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

Intersection #1 Campus Drive/[illegible] & [illegible]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.[illegible]
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	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	2	0	1	2	0	2	0	2	0	1
Volume Module:												
Base Vol:	401	1488	0	0	235	183	0	0	0	136	969	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	183	0	0	0	136	969	157
Added Vol:	0	168	0	0	65	35	0	0	0	98	172	0
Committed V:	0	0	0	0	1	2	0	0	0	0	6	0
Initial Fut:	401	1656	0	0	301	180	0	0	0	234	1147	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	1656	0	0	301	180	0	0	0	234	1147	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	401	1656	0	0	301	180	0	0	0	234	1147	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	401	1656	0	0	301	180	0	0	0	234	1147	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	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	2.00	0.85	0.15
Final Sat.:	3200	3200	0	0	1600	1600	0	0	0	3200	1360	240
Capacity Analysis Module:												
Vol/Sat:	0.13	0.45	0.00	0.00	0.06	0.06	0.00	0.00	0.00	0.10	0.15	0.07
Crit Moves:	****			****							****	

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - ICU

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

Intersection #19 Birch St/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	A

Street Name:	Birch Street						Bristol N (Left Turn)					
Approach:	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	3	0	0	1	0	0	1	1	2
Volume Module:												
Base Vol:	63	858	0	0	152	102	0	0	0	332	107	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:	63	858	0	0	152	102	0	0	0	332	107	222
Added Vol:	0	-1	0	0	0	11	0	0	0	0	109	0
Committed V:	0	8	0	0	96	0	0	0	0	90	1	0
Initial Fut:	63	865	0	0	248	113	0	0	0	442	1198	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:	63	865	0	0	248	113	0	0	0	442	1198	222
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	865	0	0	248	113	0	0	0	442	1198	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:	63	865	0	0	248	113	0	0	0	442	1198	222
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	3.41	0.47
Final Sat.:	3600	0	0	0	3600	0	0	0	0	1800	6138	850
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.00	0.00	0.07	0.06	0.00	0.00	0.00	0.25	0.22	0.26
Crit Moves:		****			****							****

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - ICU

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

Intersection #20 Jamboree Dr/Bristol N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	A

Street Name:	Jamboree 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	0	1	0	0	1	1	0	0	2	0
Volume Module:												
Base Vol:	0	950	170	99	374	0	1365	1166	420	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	945	187	99	374	0	1365	1166	420	0	0	0
Added Vol:	0	152	0	0	0	0	0	-10	0	0	0	0
Committed V:	0	6	0	0	1	0	0	0	0	0	0	0
Initial Fut:	0	1099	187	99	375	0	1365	1164	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	1099	187	99	375	0	1365	1164	420	0	0	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1099	187	99	375	0	1365	1164	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	1099	187	99	375	0	1365	1164	420	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.75	0.75	1.00	3.00	0.00	1.05	1.21	2.15	0.00	0.00	0.00
Final Sat.:	0	4941	1348	1800	5400	0	1887	2182	3870	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.14	0.05	0.07	0.00	0.46	0.46	0.11	0.00	0.00	0.00
Crit Moves:		****			****			****				

Uptown Newport
Year 2021 With Uptown CROA Analysis
AM Peak Hour - ICU

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

Intersection #27 Bristol St/Fairfield St B

Cycle (sec):	100	Critical Vol./Cap.(X):	0.337
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Fairfield Street				Bristol Street Ext							
Approach:	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	0 1 0 0 0 0
Volume Module:												
Base Vol:	0	263	253		178	345		0	672	647	164	0 0 0
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.03	1.03	1.03	1.00 1.00 1.00
Initial Bse:	0	269	253		178	345		0	692	667	169	0 0 0
Added Vol:	0	0	0		0	0		0	1	6	0	0 0 0
Committed V:	0	12	12		0	76		0	0	0	39	0 0 0
Initial Fut:	0	281	267		178	421		0	692	673	168	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	281	267		178	421		0	692	673	168	0 0 0
Reduce Vol:	0	0	0		0	0		0	0	0	0	0 0 0
Reduced Vol:	0	281	267		178	421		0	692	673	168	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	281	267		178	421		0	692	673	168	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	0.96	1.00		1.00	2.00		0.00	1.64	2.51	0.85	0.00 0.00 0.00
Final Sat.:	0	1536	1600		1600	3200		0	2630	4019	1360	0 0 0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18		0.06	0.13		0.00	0.26	0.21	0.24	0.00 0.00 0.00
Crit Moves:		****			****				****			

Uptown Newport
Year 2021 - With Uptown CROA Analysis
AM Peak Hour - ICU

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

Intersection #16 Bayview Blvd/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Bayview Blvd						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:	Permitted				Protected				Protected			Permitted
Rights:	Include				Include				Include			Include
Min. Green:	0	0	0		0	0	0		0	0	0	0 0 0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0 4.0 4.0
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0 1 0 0 0 0
Volume Module:												
Base Vol:	0	0	91		0	0	0		0	2436	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	91		0	0	0		0	2436	266	0 0 0
Added Vol:	0	0	0		0	0	0		0	27	0	0 0 0
Committed V:	0	0	0		0	0	0		0	30	0	0 0 0
Initial Fut:	0	0	91		0	0	0		0	2493	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	91		0	0	0		0	2493	266	0 0 0
Reduce Vol:	0	0	0		0	0	0		0	0	0	0 0 0
Reduced Vol:	0	0	91		0	0	0		0	2493	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	91		0	0	0		0	2493	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		0.17	0.39	0.17	0.00 0.00 0.00
Crit Moves:							****			****		

Uptown Report
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU 1(Intersection Capacity Utilization) Method (Future Volume Alternative)

Intersection #39 Irvine Avenue / Mesa Drive

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 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	1	0	1	1	0	2	0	0	1	1
Volume Module:												
Base Vol:	63	942	305	8	665	31	86	145	94	165	34	7
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1037	336	9	456	34	86	145	94	165	34	7
Added Vol:	0	55	0	0	93	0	0	0	0	0	0	0
Committed Vol:	0	2	28	0	0	0	0	0	1	7	0	0
Initial Fut:	70	1164	364	9	589	34	86	145	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:	70	1164	364	9	589	34	86	145	95	172	34	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1164	364	9	589	34	86	145	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
Final Volume:	70	1164	364	9	589	34	86	145	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	1.90	0.80	1.00	0.80	0.20
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3040	1277	1600	1277	273
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.23	0.01	0.12	0.02	0.05	0.05	0.07	0.11	0.03	0.03
Crit Moves:		****			****			****			****	

Uptown Report
Year 2021 - With Uptown - CEQA Analysis
AM Peak Hour - ICU

Level Of Service Computation Report
ICU 1(Intersection Capacity Utilization) Method (Future Volume Alternative)

Intersection #40 University Dr/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 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	0	1	0	0	1	0	1	1	1
Volume Module:												
Base Vol:	53	545	370	104	1617	203	185	367	15	35	718	238
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	57	594	404	114	1763	222	202	401	16	38	783	260
Added Vol:	0	70	0	0	22	-1	-1	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	664	404	114	1785	217	201	401	16	39	783	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	664	404	114	1785	217	201	401	16	39	783	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	664	404	114	1785	217	201	401	16	39	783	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	664	404	114	1785	217	201	401	16	39	783	260
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1901	3570	1901	1901	5710	1901	1901	3570	1901	1901	3570	1901
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.06	0.31	0.12	0.12	0.11	0.01	0.02	0.22	0.15
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2021 - Week Uptown - CUCA Analysis
AM Peak Hour - TOD

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

Intersection #1: Mesa Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	89	Level Of Service:	E

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
Volume Module:												
Base Vol:	39	0	67	0	0	0	0	908	103	147	1737	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	42	0	73	0	0	0	0	989	112	161	1893	0
Added Vol:	0	0	0	0	0	0	0	78	0	0	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	0	73	0	0	0	0	1067	112	161	1991	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	0	73	0	0	0	0	1067	112	161	1991	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	0	73	0	0	0	0	1067	112	161	1991	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	0	73	0	0	0	0	1067	112	161	1991	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	0.31	0.07	0.09	0.59	0.00
Crit Moves:			****				****				****	

Uptown Newport
Year 2021 - Week Uptown - CUCA Analysis
AM Peak Hour - TOD

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

Intersection #2: California Ave/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.037
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	93	Level Of Service:	F

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	1
Volume Module:												
Base Vol:	39	0	69	0	0	0	0	1338	330	720	1071	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	42	0	90	0	0	0	0	1458	359	776	1166	0
Added Vol:	0	0	0	0	0	0	0	79	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	0	90	0	0	0	0	1537	359	776	1194	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	0	90	0	0	0	0	1537	359	776	1194	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	0	90	0	0	0	0	1537	359	776	1194	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	0	90	0	0	0	0	1537	359	776	1194	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	0.45	0.19	0.23	0.35	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2021 - With Uptown - CROW Analysis
AM Peak Hour - ICU

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

Intersection #45 Birch Dwy

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[13.6]

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 1! 0 0			0 0 0 0 0			0 0 0 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	1	0	18	0	0	0	0	80	91	48	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	18	0	0	0	0	80	91	48	333	0
Added Vol:	54	0	46	0	0	0	0	19	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	99	91	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	99	91	45	333	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	55	0	63	0	0	0	0	99	91	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:												
Cutbck Vol:	331	500	54	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	107	xxxx	xxxxx
Total Cap.:	664	476	1009	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1697	xxxx	xxxxx
Move Cap.:	664	466	1009	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1697	xxxx	xxxxx
Volume/Cap:	0.08	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	777	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Uptown Newport
Year 2021 - With Uptown - CROW Analysis
AM Peak Hour - ICU

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

Intersection #458 Proj Dwy on Jamboree Rd [Right in / right out access]

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[11.0]

Street Name:	Jamboree Rd						Commercial 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:	0 0 3 0 0			0 0 4 0 1			1 0 0 0 1			1 0 0 0 0		
Volume Module: >> Count Date: 22 Mar 2011 on Existing AM Peak Hour												
Base Vol:	95 1637		0	0 1524		20	0	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:	95	1637	0	0	1524	20	0	0	6	0	0	0
Added Vol:	0	160	0	0	51	13	31	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	1797	0	0	1575	33	31	0	38	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:	95	1797	0	0	1575	33	31	0	38	0	0	0
Reduced Vol:	25	0	0	0	0	23	0	0	0	0	0	0
FinalVolume:	0	1797	0	0	1575	10	31	0	32	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cutbck Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1174	xxxx	794	xxxx	xxxx	xxxxx
Total Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1[illegible]	xxxx	1[illegible]	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	4[illegible]	xxxx	5[illegible]	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	0.75	xxxx	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.9	xxxx	0.2	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	22[illegible].9	xxxx	11.2	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	[illegible]	*	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			[illegible]			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - 100

Scenario Report

Scenario:	CEQA 2021 - w/Uptown PM ICU
Command:	CEQA 2021 - w/Uptown PM ICU
Volume:	2021 Ex+Commit - Uptown PM
Geometry:	Planned ICU
Impact Fee:	Default Impact Fee
Trip Generation:	Cumul(Kell)Uptown PM
Trip Distribution:	Cumul w/ Project
Paths:	Project
Routes:	Default Route
Configuration:	ICU

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - 100

Trip Generation Report

Forecast for Cumulative PM

Zone #	Subzone	Area	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
202	Newport Coast	1.00	Residential	576.00	557.00	926	557	1483	10.0
	Zone 202 Subtotal					926	557	1483	10.0
205	Banning Ranch	1.00	Banning Ranch	659.00	447.00	659	447	1106	7.4
	Zone 205 Subtotal					659	447	1106	7.4
301	Irvine 13,15	1.00	Irvine Approve	985.00	410.00	985	410	1395	9.4
	Zone 301 Subtotal					985	410	1395	9.4
302	Irvine 11,16	1.00	Irvine Approve	396.00	224.00	396	224	610	4.1
	Zone 302 Subtotal					396	224	610	4.1
303	Irvine 10,12	1.00	Irvine Approve	106.00	241.00	106	241	347	2.3
	Zone 303 Subtotal					106	241	347	2.3
304	Irvine 14,26	1.00	Irvine Approve	2481.00	6609.00	2481	6609	9090	61
	Zone 304 Subtotal					2481	6609	9090	61.1
TOTAL						5543	8488	14031	94.3

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour [illegible]

Trip Generation Report

Forecast for Kell Project PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Kell Center	1.00	Kell	81.00	49.00	81	49	130	0.9
	Zone 101 Subtotal					81	49	130	0.9
TOTAL						81	49	130	0.9

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour [illegible]

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	5.6
	Zone 100 Subtotal					537	292	829	5.6
103	Existing Con	1.00	Office/Industr	15.00	88.00	-15	-88	-103	-0.7
	Zone 103 Subtotal					-15	-88	-103	-0.7
TOTAL						522	204	726	4.9

Uptown Newport
Year 2021 - With Uptown - CSCA Analysis
PM Peak Hour - 100

Turning Movement Report
Cumulative PM Peak Hour [illegible] Uptown Newport PM

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#1 MacArthur Blvd/Bear St													
Base	723	1753	347	994	1124	109	98	758	699	857	726	625	7021
Added	0	29	0	0	50	0	1	1	0	0	0	0	81
Total	723	1782	347	994	1174	109	99	759	699	857	726	625	7102
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	2,164	1,092	321	1000	0	0	0	0	609	0	313	6493
Added	0	29	42	0	18	0	0	0	0	0	0	0	179
Total	0	2,193	1,094	321	1000	0	0	0	0	609	0	313	6672
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	2,400	735	645	1472	615	0	0	0	799	307	703	7493
Added	0	71	0	0	18	0	0	0	0	59	0	0	218
Total	0	2,471	735	645	1490	615	0	0	0	808	307	703	7711
#4 MacArthur Blvd/Nicholson Dr													
Base	100	1578	115	646	1087	0	492	212	107	110	101	818	6860
Added	0	37	0	0	126	0	0	0	0	0	0	0	207
Total	100	1615	115	646	1213	0	492	212	107	110	101	818	7067
#5 MacArthur Blvd/Campus Dr													
Base	192	1114	89	221	1195	769	365	714	115	122	1195	175	6211
Added	0	94	0	11	172	0	0	0	0	0	0	0	277
Comm.	0	58	0	0	27	1	0	0	0	0	0	1	87
Total	192	1266	89	232	1394	770	365	714	115	122	1195	181	6615
#6 MacArthur Blvd/Bison St													
Base	194	743	78	47	943	190	274	190	18	99	391	129	3214
Added	1	71	3	63	173	0	0	14	0	0	4	30	362
Comm.	0	40	1	3	71	0	0	0	0	0	0	0	115
Total	195	854	82	113	1187	190	274	204	18	99	391	159	3691
#7 MacArthur Blvd/Von Karman Ave													
Base	81	605	139	33	778	80	111	173	152	717	88	63	3275
Added	0	71	137	0	182	0	0	0	0	134	0	0	444
Comm.	0	46	0	7	84	0	0	0	0	0	0	0	90
Total	81	722	276	40	1044	80	111	173	152	851	88	63	3809
#8 MacArthur Blvd/Jamboree Rd													
Base	272	671	405	170	1069	221	214	1009	23	664	1021	192	5935
Added	0	189	197	15	210	37	20	366	0	108	349	0	1479
Commit	6	42	1	4	21	11	11	70	0	1	49	0	216
Total	278	882	603	190	1279	272	245	1384	23	773	1419	184	7630

Uptown Newport
Year 2021 - With Uptown - CSCA Analysis
PM Peak Hour - 100

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#9 MacArthur Blvd/Fairchild Rd													
Base	0	1374	113	40	1919	0	0	0	0	456	0	230	4132
Added	0	55	16	0	138	0	0	0	0	5	0	0	214
Total	0	1429	129	40	2057	0	0	0	0	461	0	230	4346
#10 MacArthur Blvd NB/University Dr													
Base	97	0	343	0	0	0	0	964	64	684	818	0	2961
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	97	0	343	0	0	0	0	1125	64	684	892	0	3080
#11 MacArthur Blvd SB/University Dr													
Base	0	0	100	0	0	0	0	992	30	259	131	0	1542
Added	0	0	0	0	0	0	0	48	0	0	26	0	74
Total	0	0	100	0	0	0	0	1040	30	259	157	0	1616
#12 von Karman Ave/Mall St													
Base	341	1145	312	163	976	219	417	1613	185	133	769	114	6332
Added	0	23	0	0	30	0	0	0	0	0	0	0	53
Total	341	1168	312	163	1006	219	417	1613	185	133	769	114	6385
#13 von Karman Ave/Michelson Dr													
Base	73	1,059	115	994	1469	313	227	575	195	136	761	337	5478
Added	0	23	0	0	36	0	0	0	0	0	0	0	59
Total	73	1082	115	994	1512	313	227	575	195	136	761	337	5537
#14 Von Karman Ave/Deporter Dr													
Base	53	1068	98	53	1423	39	22	193	167	69	717	54	3956
Added	0	18	0	0	30	0	0	0	0	0	0	0	48
Total	53	1086	98	53	1453	39	22	193	167	69	717	54	4004
#15 Von Karman Ave/Cagney Dr													
Base	52	1015	193	248	1376	312	241	693	67	129	684	67	4613
Added	0	5	0	10	16	0	0	11	0	0	0	0	42
Commit	0	2	0	0	1	0	0	0	0	0	0	0	3
Total	52	1012	193	258	1393	312	241	704	67	129	684	67	4658
#16 Von Karman Ave/Bison St													
Base	44	629	53	15	833	193	106	189	19	10	919	81	1955
Added	10	95	0	11	122	0	0	19	0	1	94	0	293
Total	54	713	53	26	924	193	106	208	19	11	981	81	2248
#17 Yellow Ave/Campus Dr													
Base	66	125	72	100	156	139	74	903	30	11	470	95	2241
Added	0	0	0	0	0	0	0	29	0	0	19	0	48
Total	66	125	72	100	156	139	74	932	30	11	489	95	2289

Uptown Scenario
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - 1CL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#13 Teller Ave/Birch St													
Base	15	90	42	22	2	46	43	251	7	9	143	3	699
Added	0	0	7	0	0	0	0	50	0	12	21	0	99
Total	15	90	50	22	2	46	43	301	7	10	164	3	7[illegible]
#19 Jamboree Rd/Main St													
Base	57[illegible]	2457	534	356	2517	218	1[illegible]8	1308	818	632	355	323	11163
Added	0	25	-4	0	53	0	0	0	0	-1	3	0	82
Total	5[illegible]	2[illegible]	530	356	2575	218	1[illegible]8	1308	818	631	356	323	11245
#20 Jamboree Rd/I 405 NB Ramps													
Base	0	2630	1026	0	2836	1046	0	0	0	853	0	259	8850
Added	0	25	7	0	57	-1	0	0	0	51	0	0	140
Total	0	2654	1033	0	2893	1216	0	0	0	854	0	259	8990
#21 Jamboree Rd/I 405 SB Ramps													
Base	0	2142	1172	0	2136	700	1[illegible]4	0	1165	0	0	0	10458
Added	0	32	22	0	139	0	0	0	20	0	0	0	240
Total	0	2174	1193	0	2275	700	1[illegible]4	0	1185	0	0	0	10698
#22 Jamboree Rd/Michelson Dr													
Base	74	2615	633	1213	2212	4[illegible]	1[illegible]1	412	167	338	285	797	10399
Added	0	52	13	0	139	0	0	0	0	23	0	0	249
Total	74	2671	646	1213	2351	4[illegible]	1[illegible]1	412	167	376	285	797	10648
#23 Jamboree Rd/Deporter Dr													
Base	101	2582	32	133	2250	229	365	48	264	32	22	57	6966
Added	0	73	0	0	174	0	0	0	0	0	0	0	248
Total	101	2655	32	133	2424	229	365	48	264	32	22	57	6914
#24 Jamboree Rd/Campus Dr													
Base	122	2111	250	405	1[illegible]5	272	436	503	291	167	407	280	7401
Added	13	139	-4	0	241	0	0	0	27	-1	0	0	387	
Commit	0	72	1	0	44	0	0	0	0	1	2	0	123
Total	135	2322	477	405	2[illegible]9	272	436	503	337	167	409	280	7911
#25 Jamboree Rd/I 405 NB Dr													
Base	155	2069	1	1	2195	210	177	0	185	0	0	0	5174
Added	0	91	0	0	251	69	26	0	-1	0	0	0	395
Commit	0	79	0	0	44	0	0	0	0	0	0	0	117
Total	155	2[illegible]	1	1	2490	279	203	0	68	0	0	0	5676
#26 Jamboree Rd/Irvine Blvd													
Base	13	1[illegible]	20	307	2071	3	71	27	0	91	11	313	5[illegible]
Added	269	55	0	2	55	53	1[illegible]	3	1[illegible]	0	10	-1	651
Total	282	2[illegible]	20	310	2[illegible]	62	1[illegible]	30	244	91	21	312	5[illegible]

Uptown Scenario
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - 1CL

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#27 Jamboree Rd/Birch St N													
Base	904	1129	523	0	965	583	0	0	0	0	0	0	4[illegible]
Added	0	586	0	0	212	41	0	0	0	0	0	0	7[illegible]
Commit	22	106	17	0	71	8	0	0	0	0	0	0	254
Total	926	1831	580	0	1278	622	0	0	0	0	0	0	1[illegible]
#28 Jamboree Rd/Bristol St													
Base	0	2006	117	0	590	0	772	532	987	0	0	0	5004
Added	0	254	0	0	313	0	132	0	0	0	0	0	699
Commit	0	179	0	0	61	0	37	24	117	0	0	0	418
Total	0	2439	117	0	1364	0	941	556	1314	0	0	0	6401
#29 Jamboree Rd/Bayview Wy													
Base	22	1925	99	51	1977	86	84	0	27	39	0	66	4157
Added	0	254	0	0	313	0	0	0	0	0	0	0	567
Commit	0	83	0	0	39	0	0	0	10	0	0	0	141
Total	22	2162	99	51	2229	87	84	0	37	39	0	66	4861
#30 Jamboree Rd/University Dr													
Base	41	2182	265	100	1539	331	216	86	12	237	142	58	4793
Added	0	254	46	0	313	0	0	0	0	34	0	0	696
Commit	0	190	0	1	143	0	0	0	0	0	0	2	337
Total	41	2621	311	101	1995	331	216	86	12	337	142	60	5826
#31 Carlson Ave/Michelson Dr													
Base	98	85	373	152	152	481	572	1216	423	300	374	168	4833
Added	0	0	0	0	0	0	0	16	0	0	31	0	53
Total	98	85	373	152	152	481	572	1233	423	300	374	168	4886
#32 Carlson Ave/Campus Dr													
Base	0	0	0	199	0	195	[illegible]	1157	0	0	760	137	3733
Added	0	0	0	0	0	0	0	4	0	0	-1	0	-3
Total	0	0	0	199	0	195	5[illegible]	1161	0	0	759	137	3729
#33 Harvard Ave/Michelson Dr													
Base	92	474	105	375	554	908	489	1044	137	92	425	291	5[illegible]
Added	0	0	0	0	0	0	0	18	0	0	40	0	58
Total	92	474	105	375	554	908	489	1062	137	92	465	291	4[illegible]
#34 Campus Dr/Bristol St N													
Base	478	951	0	0	799	767	0	0	0	779	1956	136	4868
Added	0	119	0	0	118	21	0	0	0	12	53	0	323
Commit	0	2	0	0	2	3	0	0	0	2	39	0	48
Total	478	1[illegible]	0	0	919	791	0	0	0	793	2047	136	5241

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - ICU

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#35 Birch St/Bristol St S													
Base	135	261	0	0	637	653	0	0	0	417	1478	137	3660
Added	0	14	0	0	3	4	0	0	0	0	61	0	82
Commit	57	28	0	0	17	0	0	0	0	31	0	0	133
Total	192	303	0	0	656	657	0	0	0	448	1539	137	3760
#36 Campus Dr/Bristol St													
Base	0	729	754	222	837	0	421	900	528	0	0	0	5391
Added	0	32	25	0	173	0	33	0	0	0	0	0	263
Commit	0	2	0	0	3	0	2	20	1	0	0	0	28
Total	0	763	783	222	1013	0	456	920	529	0	0	0	5682
#37 Birch St/Bristol St S													
Base	0	930	745	287	567	0	227	886	128	0	0	0	1870
Added	0	0	0	0	0	0	14	26	0	0	0	0	39
Commit	0	34	77	0	48	0	0	0	15	0	0	0	174
Total	0	964	819	287	615	0	241	1012	135	0	0	0	2033
#38 Bristol St/Bristol St													
Base	0	0	250	0	0	0	0	2514	101	0	0	0	2865
Added	0	0	0	0	0	0	0	132	0	0	0	0	132
Commit	0	0	23	0	0	0	0	24	0	0	0	0	49
Total	0	0	273	0	0	0	0	2772	101	0	0	0	3046
#39 Irvine Avenue / Mesa Drive													
Base	11	671	158	7	1260	162	26	52	106	491	170	16	3164
Added	0	105	0	0	170	0	0	0	0	0	0	0	275
Commit	0	1	16	0	2	0	0	0	0	37	0	0	56
Total	11	777	174	7	1432	162	26	52	106	531	170	16	3495
#40 University Dr/Campus Dr													
Base	201	1611	387	52	975	82	401	631	122	260	562	120	5457
Added	0	45	0	0	74	0	44	0	0	0	0	0	164
Total	201	1656	387	52	1049	82	397	631	122	260	562	120	5621
#41 Mesa Drive/University Dr													
Base	159	0	0	0	0	0	0	2133	69	143	1147	0	3663
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	159	0	0	0	0	0	0	2183	69	143	1217	0	3782
#42 California Ave/University Dr													
Base	203	0	843	0	0	0	0	1306	61	93	1246	0	3752
Added	0	0	0	0	0	0	0	47	0	0	74	0	121
Total	203	0	843	0	0	0	0	1353	61	93	1320	0	3873

Uptown Newport
Year 2021 With Uptown - CEQA Analysis
PM Peak Hour - ICU

Volume Type	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Total Volume
#35 Birch St/Bristol St S													
Base	58	0	48	0	0	0	0	913	25	19	50	0	1113
Added	17	0	10	0	0	0	0	33	57	54	18	0	247
Total	75	0	58	0	0	0	0	923	82	73	68	0	1361
#36 Campus Dr/Bristol St S													
Base	42	1730	0	0	1525	12	15	0	18	0	0	0	3352
Added	0	98	0	0	142	54	18	0	18	0	0	0	330
Total	42	1828	0	0	1667	66	33	0	54	0	0	0	4182

Uptown Project
Year 2021 - With Uptown CEQA Analysis
PM Peak Hour TOD

Impact Analysis Report
Level Of Service

Intersection	Base LOS Veh	Base Del/ C	Base V/ C	Future LOS Veh	Future Del/ C	Future V/ C	Change in V/C
# 1 MacArthur Blvd/Main St	D	xxxxx	0.817	D	xxxxx	0.821	+ 0.005
# 2 MacArthur Blvd/I-405 SB Ramps	A	xxxxx	0.740	C	xxxxx	0.741	+ 0.004
# 3 MacArthur Blvd/I-405 SB Ramps	D	xxxxx	0.817	D	xxxxx	0.853	+ 0.034
# 4 MacArthur Blvd/Michelson Dr	E	xxxxx	0.946	E	xxxxx	0.957	+ 0.010
# 5 MacArthur Blvd/Campus Dr	E	xxxxx	0.923	E	xxxxx	0.924	+ 0.001
# 6 MacArthur Blvd/Bristol St	A	xxxxx	0.587	A	xxxxx	0.621	+ 0.034
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.655	A	xxxxx	0.721	+ 0.066
# 8 MacArthur Blvd/Jamboree Rd	C	xxxxx	0.703	E	xxxxx	0.878	+ 0.175
# 9 MacArthur Blvd/Dove Hill Rd	A	xxxxx	0.698	C	xxxxx	0.726	+ 0.028
# 10 MacArthur Blvd NB/University Dr	B	xxxxx	0.666	B	xxxxx	0.655	+ 0.010
# 11 MacArthur Blvd SB/University Dr	A	xxxxx	0.324	A	xxxxx	0.334	+ 0.010
# 12 Von Karman Ave/Main St	A	xxxxx	0.304	C	xxxxx	0.603	+ 0.304
# 13 Von Karman Ave/Mitchelson Dr	B	xxxxx	0.943	B	xxxxx	0.952	+ 0.009
# 14 Von Karman Ave/Dupont Dr	B	xxxxx	0.649	B	xxxxx	0.656	+ 0.004
# 15 Von Karman Ave/Campus Dr	A	xxxxx	0.539	C	xxxxx	0.548	+ 0.009
# 16 Von Karman Ave/Birch St	A	xxxxx	0.536	A	xxxxx	0.538	+ 0.002
# 17 Teller Ave/Campus Dr	A	xxxxx	0.551	A	xxxxx	0.563	0.006
# 18 Teller Ave/Birch St	B	[illegible]	0.054	B	11.3	0.374	+ 0.394
# 19 Jamboree Rd/Main St	F	xxxxx	1.035	F	xxxxx	1.046	+ 0.011
# 20 Jamboree Rd/I-405 NB Ramps	D	xxxxx	0.900	E	xxxxx	0.976	0.076
# 21 Jamboree Rd/I-405 SB Ramps	D	xxxxx	0.988	F	xxxxx	1.007	+ 0.019
# 22 Jamboree Rd/MacArthur Dr	F	xxxxx	1.214	F	xxxxx	1.221	+ 0.008
# 23 Jamboree Rd/Dupont Dr	E	xxxxx	0.779	E	xxxxx	0.815	+ 0.035

Uptown Project
Year 2021 - With Uptown CEQA Analysis
PM Peak Hour TOD

Intersection	Base LOS Veh	Base Del/ C	Base V/ C	Future LOS Veh	Future Del/ C	Future V/ C	Change in V/C
# 24 Jamboree Rd/Campus Dr	B	xxxxx	0.849	D	xxxxx	0.867	+ 0.018
# 25 Jamboree Rd/Birch St	B	xxxxx	0.697	C	xxxxx	0.769	+ 0.056
# 26 Jamboree Rd/Fairchild Rd	C	xxxxx	0.755	D	xxxxx	0.842	+ 0.087
# 27 Jamboree Rd/Bristol St N	A	xxxxx	[illegible]	A	xxxxx	0.586	+ 0.076
# 28 Jamboree Rd./Bristol S.	A	xxxxx	0.546	B	xxxxx	0.610	[illegible]
# 29 Jamboree Rd/Bayview Ny	A	xxxxx	0.410	A	xxxxx	0.477	- 0.034
# 30 Jamboree Rd/University Dr	A	xxxxx	0.558	E	xxxxx	0.673	[illegible]
# 31 Carlson Ave/Michelson Dr	E	xxxxx	0.901	E	xxxxx	0.907	0.006
# 32 Carlson Ave/Campus Dr	D	xxxxx	0.840	D	xxxxx	0.845	0.005
# 33 Harvard Ave/Michelson Dr	E	xxxxx	0.853	E	xxxxx	0.859	+ 0.006
# 34 Campus Dr/Bristol S. N	[illegible]	xxxxx	0.710	C	xxxxx	[illegible]	- 0.022
# 35 Campus Dr/Bristol St N	A	xxxxx	0.555	A	xxxxx	0.583	0.028
# 36 Campus Dr/Bristol St	A	xxxxx	0.531	A	xxxxx	0.560	0.029
# 37 Campus Dr/Bristol St S	A	xxxxx	0.411	A	xxxxx	0.488	0.077
# 38 Bayview Pl/Bristol St	A	xxxxx	0.487	A	xxxxx	[illegible]	[illegible]
# 39 Irvine Avenue / Pine Drive	A	xxxxx	0.518	A	xxxxx	0.565	0.047
# 40 University Dr/Campus Dr	D	xxxxx	0.857	[illegible]	xxxxx	0.863	- 0.006
# 41 Mesa Dr/University Dr	[illegible]	xxxxx	0.890	B	xxxxx	0.903	- 0.017
# 42 California Ave/University Dr	C	xxxxx	0.710	C	xxxxx	0.725	0.018
# 43 Birch Dwy	[illegible]	11.3	[illegible]	[illegible]	[illegible]	0.677	+ 1.419
#230 Exit Dwy on Jamboree Rd	F	12.1	0.046	B	12.4	0.054	+ 0.707

Uptown Newport
Year 2021 - With Uptown - CSQA Analysis
PM Peak Hour - 2CU

Level Of Service Computation Report
2CU 1(Loss as Cycle Length) Method (Future Volume Alternative)

Intersection #1 MacArthur Blvd/Main St.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	9	Average Delay (sec/veh):	******
Optimal Cycle:	57	Level Of Service:	D

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			Permitted			Permitted		
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:	0	0	1	0	0	0	0	0	1	0	0	1
Volume Module:												
Base Vol:	584	1749	497	269	1030	109	90	690	950	590	690	572
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	748	2244	542	294	1124	119	98	752	995	643	729	625
Added Vol:	0	29	0	0	59	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	748	2273	542	294	1183	119	98	752	995	643	729	625
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	748	2282	0	294	1183	119	98	752	995	643	729	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	748	2282	0	294	1183	119	98	752	995	643	729	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	748	2282	0	294	1183	119	98	752	995	643	729	0
Saturation Flow Module:												
Adj/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	2.00	2.00	4.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	6800	3400	3400	6800	1700	1700	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.22	0.33	0.00	0.09	0.17	0.06	0.06	0.22	0.41	0.19	0.21	0.00
Crit Moves:	****				****				****		****	

Uptown Newport
Year 2021 - With Uptown - CSQA Analysis
PM Peak Hour - 2CU

Level Of Service Computation Report
2CU 1(Loss as Cycle Length) Method (Future Volume Alternative)

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	43	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:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	2	0	2	0	1	0	0	1
Volume Module:												
Base Vol:	0	1905	951	866	1494	0	0	0	0	586	0	115
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	2149	1073	942	1626	0	0	0	0	637	0	125
Added Vol:	0	29	42	0	86	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2178	1094	942	1712	0	0	0	0	637	0	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2178	1094	942	1712	0	0	0	0	637	0	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2178	1094	942	1712	0	0	0	0	637	0	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2178	1094	942	1712	0	0	0	0	637	0	125
Saturation Flow Module:												
Adj/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	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	0.32	0.32	0.28	0.25	0.00	0.00	0.00	0.00	0.19	0.00	0.04
Crit Moves:		****			****					****		

Uptown Report
Year 2021 - With Uptown CEQA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
100 (Base as Cycle Length 90 Method (Future Volume Alternative)

Intersection 43 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	68	Level Of Service:	D

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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	2	0	2	0	1	0	2	0
Volume Module:												
Base Vol:	0	2971	476	563	1346	380	0	0	0	669	291	603
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	3409	546	646	1543	436	0	0	0	767	334	692
Added Vol:	0	91	0	0	59	0	0	0	0	79	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3554	546	646	1602	436	0	0	0	846	334	692
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3554	546	646	1602	436	0	0	0	846	334	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3554	546	646	1602	436	0	0	0	846	334	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	3554	546	646	1602	436	0	0	0	846	334	0
CvAdjVol:			221									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	2.00	2.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	6800	1700	3400	3200	1700	0	0	0	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.32	0.19	0.50	0.26	0.00	0.00	0.00	0.25	0.20	0.00
CritAdjV/S:			0.19									
Crit Move:			****		****					****		

Uptown Report
Year 2021 - With Uptown CEQA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
100 (Base as Cycle Length 90 Method (Future Volume Alternative)

Intersection 44 MacArthur B rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	140	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			Ov		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	2	0	2	0	1	0	2	1
Volume Module:												
Base Vol:	798	1181	103	354	1720	0	482	164	98	466	92	201
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	870	1288	112	386	1875	0	492	179	107	510	100	219
Added Vol:	0	71	0	0	126	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	870	1359	112	386	2001	0	492	179	107	510	100	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	870	1359	112	386	2001	0	492	179	107	510	100	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	870	1359	112	386	2001	0	492	179	107	510	100	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	870	1359	112	386	2001	0	492	179	107	510	100	219
Cv AdjVol:												220
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	2.00	2.00	0.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	6800	1700	3400	3400	0	3400	1700	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.54	0.20	0.07	0.11	0.59	0.00	0.14	0.10	0.06	0.15	0.06	0.13
CritAdjV/S:												0.25
Crit Move:			****		****			****				****

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Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
100 (Intersection Cycle Length) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	F

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			Include		
R+L Group:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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

Volume Module:												
Base Vol:	114	1215	81	211	1093	705	302	608	105	122	1083	180
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	125	1116	98	231	1195	769	365	710	115	133	1186	170
Added Vol:	0	94	0	11	172	0	0	0	0	0	0	0
Committed V:	0	59	0	0	97	0	0	0	0	0	0	0
Initial Vol:	125	1269	98	242	1464	770	365	710	115	133	1186	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	125	1266	98	242	1464	770	365	710	115	133	1186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1266	98	242	1464	770	365	710	115	133	1186	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
Final Volume:	125	1266	98	242	1464	770	365	710	115	133	1186	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	2.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	6800	1700	1700	6800	1700	3400	3400	1700	3400	5100	1700

Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.06	0.14	0.21	0.45	0.11	0.21	0.07	0.04	0.23	0.00
Crit Moves:	****					****	****				****	

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Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
100 (Intersection Cycle Length) Method (Future Volume Alternative)

Intersection #9 MacArthur Blvd/Bird St

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

Street Name:	MacArthur Boulevard						Bird 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		
R+L Group:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1	0	1	0

Volume Module:												
Base Vol:	112	672	25	93	956	172	274	197	36	89	191	128
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00
Initial Bse:	124	739	28	102	1052	190	302	217	36	89	191	128
Added Vol:	0	71	0	69	120	0	0	12	0	0	4	32
Committed V:	0	43	0	0	21	0	19	10	0	0	6	0
Initial Vol:	124	854	28	171	1197	190	322	229	36	89	201	160
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:	124	854	28	171	1197	190	322	229	36	89	201	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	854	28	171	1197	190	322	229	36	89	201	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
Final Volume:	124	854	28	171	1197	190	322	229	36	89	201	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	0.82	1.82	1.18	0.36	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	969	2911	1886	401	1600	3200	1600

Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.02	0.07	0.25	0.20	0.11	0.12	0.09	0.06	0.13	0.00
Crit Moves:	****								****		****	

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Uptown Newport
Year 2021 - With Uptown - TIA Analysis
PM Peak Hour - TIA

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

Intersection #7 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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	3	2	0	1	1	0	2
Volume Module:												
Base Vol:	30	540	120	27	753	72	111	173	152	617	68	63
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	805	180	30	876	80	111	173	152	617	68	63
Added Vol:	0	71	203	6	129	3	0	5	0	134	3	0
Committed Vol:	0	40	2	7	30	0	0	0	0	0	1	0
Total Vol:	47	916	385	43	1035	83	111	178	152	751	72	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	1.00	1.00	1.00	1.00
PHF Volume:	47	916	385	43	1035	83	111	178	0	751	72	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	916	385	43	1035	83	111	178	0	751	72	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	916	385	43	1035	83	111	178	0	751	72	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:	0.03	0.19	0.16	0.02	0.22	0.05	0.07	0.06	0.00	0.23	0.04	0.04
Crit Moves:	****				****			****		****		

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Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - 100

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

Intersection #8 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	Level Of Service:	F

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	1	0	3	0	1	2
Volume Module:												
Base Vol:	216	415	257	154	663	300	184	967	25	636	425	150
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	238	457	283	170	1096	331	214	1093	28	664	1072	170
Added Vol:	0	149	127	14	210	31	28	266	0	133	201	0
Committed Vol:	0	42	2	4	21	11	11	33	0	1	69	2
Total Vol:	238	648	412	190	1317	373	253	1592	28	778	1343	184
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:	238	648	412	190	1317	0	253	1592	28	778	1343	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	648	412	190	1317	0	253	1592	28	778	1343	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	238	648	412	190	1317	0	253	1592	28	778	1343	184
Cv_Adj Vol:			144									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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:	0.07	0.14	0.33	0.06	0.27	0.00	0.08	0.33	0.02	0.24	0.28	0.12
Crit Moves:			0.26									
Uni. Moves:	****				****			****		****		

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Optum Market
Year 2021 - With Optum - CEQA Analysis
PM Peak Hour (00)

Level Of Service Computation Report
100 (Uses as Cycle Length 0) Method (Future Volume Alternative)

Intersection #1 49 MacArthur Blvd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimum 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	0	1	0	3	0	0	0	0	0

Volume Module:

Base Vol:	0	1287	139	37	1773	0	0	0	0	417	0	155
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	1376	113	40	1934	0	0	0	0	450	0	200
Added Vol:	0	135	16	0	199	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1509	129	40	2067	0	0	0	0	461	0	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1509	129	40	2067	0	0	0	0	461	0	200
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1509	129	40	2067	0	0	0	0	461	0	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1509	129	40	2067	0	0	0	0	461	0	200

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	0.78	0.02	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1700	100	1700	5100	0	0	0	0	1700	0	1700

Capacity Analysis Module:

Vol/Sat:	0.00	0.89	0.01	0.02	0.41	0.00	0.00	0.00	0.00	0.27	0.00	0.12
Crit Moves:	****				****					****		

Optum Market
Year 2021 - With Optum - CEQA Analysis
PM Peak Hour (00)

Level Of Service Computation Report
100 (Uses as Cycle Length 0) Method (Future Volume Alternative)

Intersection #10 MacArthur Blvd NB/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	33	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:	0	0	0	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	95	0	214	0	0	0	0	417	85	625	548	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	27	0	233	0	0	0	0	454	94	681	596	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	233	0	0	0	0	1029	94	681	692	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	0	233	0	0	0	0	1029	94	681	692	0
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	233	0	0	0	0	1029	94	681	692	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	0	233	0	0	0	0	1029	94	681	692	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	2.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	0	0	3400	1700	3400	3400	0

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.20	0.00	0.00	0.00	0.00	0.30	0.06	0.20	0.20	0.00
Crit Moves:			****					****		****		

Uptown Newport
Year 2021 - With Uptown - CLOA Analysis
PM Peak Hour - TCD

Level Of Service Computation Report
TCD (Loss as Cycle Length) Method (Future Volume Alternative)

Intersection 411 Newport Pike/Uptown Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 8 Average Delay (sec/veh): xx.xx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Newport Pike Northbound						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	2	0	0	1	0	0	0	0	0	0	2
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	45	0	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	100	0	0	0	0	818	36	298	504	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	818	36	298	504	0
Reduced Vol:	0	0	0	0	0	0	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:	0	0	100	0	0	0	0	818	36	298	504	0
Saturation Flow Module:												
Sat/Lane:	1800	1900	500	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	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	0.97	0.03	1.00	0.00	0.00
Final Sat.:	1800	0	1500	0	0	0	0	1848	68	1900	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.07	0.00	0.00	0.00	0.00	0.44	0.53	0.16	0.28	0.00
Crit Moves:			****					****			****	

Uptown Newport
Year 2021 - With Uptown - CLOA Analysis
PM Peak Hour - TCD

Level Of Service Computation Report
TCD (Loss as Cycle Length) Method (Future Volume Alternative)

Intersection 412 Von Karman Ave/Main St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 8 Average Delay (sec/veh): xx.xx
Optimal Cycle: 51 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	3	0	1	2	0
Volume Module:												
Base Vol:	312	1193	279	167	873	194	164	1168	169	111	695	167
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	341	1305	305	183	955	212	179	1277	185	121	760	182
Added Vol:	0	13	0	0	39	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	1318	305	183	994	212	179	1277	185	121	760	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	1318	305	183	994	212	179	1277	0	121	760	182
Reduced Vol:	0	0	0	0	0	0	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:	341	1318	305	183	994	212	179	1277	0	121	760	182
Saturation Flow Module:												
Sat/Lane:	1800	1800	500	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	0.39
Final Sat.:	3600	3600	1700	1800	3600	1800	3600	5400	1700	3600	3600	684
Capacity Analysis Module:												
Vol/Sat:	0.10	0.37	0.18	0.10	0.28	0.12	0.10	0.24	0.00	0.03	0.21	0.27
Crit Moves:		****			****			****			****	

Uptown Nowcast
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour [illegible]

Level Of Service Computation Report
TCU Ilnos ex Cycle Length w Method (Future Volume Alternative)

Intersection #13 Von Karman Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	1
Volume Module:												
Base Vol:	67	976	105	169	1355	185	200	526	90	175	679	350
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	73	1063	115	184	1492	202	220	575	105	191	741	382
Added Vol:	0	17	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1080	115	184	1523	202	220	575	105	191	741	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1080	115	184	1523	202	220	575	105	191	741	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1080	115	184	1523	202	220	575	105	191	741	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	1080	115	184	1523	202	220	575	105	191	741	382
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	2.11	1.11	1.00	1.75	0.95	1.00	1.75	0.31	1.00	2.00	1.00
Final Sat.:	1700	3611	1711	1700	1900	427	1700	2875	525	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.07	0.11	0.80	0.51	0.13	0.20	0.20	0.11	0.22	0.22
Crit Moves:	****				****		****				****	

Uptown Nowcast
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour [illegible]

Level Of Service Computation Report
TCU Ilnos ex Cycle Length w Method (Future Volume Alternative)

Intersection #14 Von Karman Ave/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	D

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	2	0	1	1	0	1	1	0	1	1
Volume Module:												
Base Vol:	59	1119	90	69	1301	38	22	165	160	69	135	132
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	64	1219	98	75	1418	41	24	180	174	75	147	144
Added Vol:	0	15	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1234	98	75	1450	41	24	180	174	75	147	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1234	98	75	1450	41	24	180	174	75	147	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1234	98	75	1450	41	24	180	174	75	147	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	1234	98	75	1450	41	24	180	174	75	147	144
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	1.97	1.16	1.00	2.00	1.00	1.00	1.06	0.94	1.00	1.20	0.80
Final Sat.:	1700	3125	275	1700	3400	1700	1700	1804	1596	1700	2232	1168
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.36	0.04	0.43	0.02	0.01	0.10	0.10	0.04	0.11	0.11
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - 100

Level Of Service Computation Report.
TCM 1(Loss as Cycle Length & Method (Future Volume Alternative)

Intersection #16 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	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
Volume Module:												
Base Vol:	94	993	175	114	964	265	220	631	69	116	811	78
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	92	993	191	243	1076	212	261	693	67	126	887	87
Added Vol:	0	0	0	16	14	0	0	11	0	0	1	0
Commitment #:	0	0	0	0	1	0	0	0	0	0	0	0
Initial Fut:	92	993	191	261	1091	212	261	701	67	126	894	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:	92	993	0	261	1091	212	261	701	67	126	894	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	993	0	261	1091	212	261	701	67	126	894	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
Final Volume:	92	993	0	261	1091	212	261	701	67	126	894	87
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	3305	345
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.00	0.15	0.30	0.12	0.14	0.19	0.04	0.07	0.27	0.25
Crit Moves:	****				****		****				****	

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - 100

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

Intersection #16 Von Karman Ave/Bird St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	E

Street Name:	Von Karman Avenue						Bird 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	0	2
Volume Module:												
Base Vol:	44	828	58	78	802	133	105	165	19	10	217	71
Growth Adj:	1.00	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	828	58	78	802	133	105	165	19	10	217	71
Added Vol:	10	83	0	11	122	0	0	49	28	1	24	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	911	58	89	924	133	105	214	47	11	241	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:	54	911	58	89	924	133	105	214	47	11	241	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	911	58	89	924	133	105	214	47	11	241	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
Final Volume:	54	911	58	89	924	133	105	214	47	11	241	74
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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.:	1800	3600	1800	1800	3600	1800	1800	3600	1800	1800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.03	0.05	0.26	0.07	0.07	0.07	0.03	0.01	0.07	0.04
Crit Moves:	****				****		****				****	

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Uptown Report
Year 2021 - With Uptown - CSUA Analysis
PM Peak Hour - TGF

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

Intersection #19 Teller Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	F

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	1	3	0	0	0	0
Volume Module:												
Base Vol:	40	114	60	192	124	125	66	170	27	80	495	78
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	44	125	72	144	136	159	74	962	32	55	639	85
Added Vol:	0	0	0	0	0	0	0	87	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	125	72	144	136	159	74	980	32	55	639	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	125	72	144	136	159	74	980	32	55	639	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	125	72	144	136	159	74	980	32	55	639	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	125	72	144	136	159	74	980	32	55	639	85
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	0.85	0.94	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	1700	1700	1700	1700	984	910	1700	3600	1700	1700	1845	505
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.04	0.08	0.13	0.17	0.04	0.28	0.00	0.03	0.35	0.17
Crit Moves:	****				****			****			****	

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Uptown Report
Year 2021 - With Uptown - CSUA Analysis
PM Peak Hour - TGF

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

Intersection #20 Teller Ave/Blvd 67

Average Delay (sec/veh):	8.8	Worst Case Level Of Service:	F (8.8)

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	0	0	0	0	1	2	0	1	2	0
Volume Module:												
Base Vol:	15	20	40	32	2	46	43	253	7	4	183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	20	40	32	2	46	43	253	7	4	183	0
Added Vol:	0	0	0	0	0	0	0	59	0	12	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	20	40	32	2	46	43	312	7	16	204	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	20	40	32	2	46	43	312	7	16	204	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	20	40	32	2	46	43	312	7	16	204	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.5	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
Follow-up Hdwy:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	122	611	102	655	610	86	172	xxxx	xxxxx	324	xxxx	xxxxx
Potent Cap.:	882	412	961	434	413	982	1417	xxxx	xxxxx	1247	xxxx	xxxxx
Move Cap.:	876	394	961	432	395	982	1417	xxxx	xxxxx	1247	xxxx	xxxxx
Volume/Cap:	0.02	0.05	0.04	0.07	0.01	0.05	0.03	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
95%ile Q:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	EB - LTR - RT			WB - LTR - RT			NB - LTR - RT			SB - LTR - RT		
Shared Cap.:	xxxx	580	xxxxx	430	xxxx	908	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Q95%ile:	xxxxx	0.0	xxxxx	0.0	xxxx	0.2	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shared Control Del:	xxxxx	12.5	xxxxx	14.1	xxxx	9.0	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	B	*	B	*	A	*	*	*	A	*	*
Approach Del:	12.5			11.9			xxxxxx			xxxxxx		
Approach LOS:	B			B			*			*		

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

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Uptown Newport
Year 2021 - With Uptown - CLOA Analysis
PM Peak Hour - TOD

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

Intersection #19 Jamboree Rd/Main St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.046
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	190	Level Of Service:	F

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:	0	0	0	0	1	0	0	0	0	1	0	0
Volume Module:												
Base Vol:	886	2686	488	326	2302	199	471	1196	748	369	561	300
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	611	2987	541	356	2507	218	515	1303	815	401	611	326
Added Vol:	0	29	-6	0	18	0	0	0	0	-1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Rpt:	611	2966	530	356	2575	218	515	1303	818	401	611	326
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:	611	2966	0	356	2575	218	515	1303	0	401	611	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	611	2966	0	356	2575	218	515	1303	0	401	611	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:	611	2966	0	356	2575	218	515	1303	0	401	611	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	2400	6800	1700	3400	5100	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.18	0.44	0.00	0.15	0.38	0.13	0.15	0.26	0.00	0.12	0.12	0.00
Crit Moves:	****						****			****		

Uptown Newport
Year 2021 - With Uptown - CLOA Analysis
PM Peak Hour - TOD

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

Intersection #26 Jamboree Rd/I 405 NB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	0.971
Loss Time (sec):	5	Average Delay (sec/veh):	******
Optimal Cycle:	173	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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	3511	823	0	2566	1.00	0	0	0	784	0	229
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	3828	1336	0	2796	1246	0	0	0	853	0	251
Added Vol:	0	25	7	0	57	0	0	0	0	51	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Rpt:	0	3853	1343	0	2853	1246	0	0	0	854	0	251
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	3864	0	0	2863	0	0	0	0	854	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3864	0	0	2863	0	0	0	0	854	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	3864	0	0	2863	0	0	0	0	854	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	0.00	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	0.76	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:		****		****						****		

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
ICU (Less as Cycle Length is Method Future Volume Alternative)

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.001
Loss Time (sec):	0	Average Delay (sec/veh):	******
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	1 0	0 1	0 0	1 0	0 1	2 0	3 0	0 1	0 0	0 0	0 0
Volume Module:												
Base vol:	1 2874	1030	0	0 2644	840	1476	0	1014	0	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0 3142	1126	0	0 2124	722	1614	0	1109	0	0	0	0
added vol:	0	39	96	0	108	0	0	30	0	0	0	0
passer/grvl:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Bse:	0 3174	1162	0	0 2242	730	1614	0	1139	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:	0 3174	1162	0	0 2242	730	1614	0	1139	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0 3174	1162	0	0 2242	730	1614	0	1139	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:	0 3174	1162	0	0 2242	730	1614	0	1139	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	900	1800	1800	1800
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:	1.11	4.00	1.00	3.00	1.11	1.00	2.00	0.00	0.89	0.00	0.00	0.00
Final Sat.:	1 2000	7200	0	0 5400	2000	3200	0	3400	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.00	0.00	0.14	0.00	0.42	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
ICU (Less as Cycle Length is Method Future Volume Alternative)

Intersection #22 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.221
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	100	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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	0 1	2 0	4 0	1 1	1 0	2 0	1 1	1 0	2 0	1 1
Volume Module:												
Base vol:	68 2893	158	1107	2023	491	1069	377	173	337	281	282
Growth Adj:	1.09 1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	74 3154	172	1206	2212	537	1165	412	188	368	306	307
added vol:	0 39	18	0	139	0	0	0	0	43	0	0
passer/grvl:	0 0	0	0	0	0	0	0	0	0	0	0
Initial Bse:	74 3193	186	1206	2351	537	1165	412	188	411	306	307
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:	74 3193	186	1206	2351	0	1165	412	188	411	306	0
Reduct Vol:	0 0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74 3193	186	1206	2351	0	1165	412	188	411	306	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:	74 3193	186	1206	2351	0	1165	412	188	411	306	0
Saturation Flow Module:												
Sat/Lane:	1800 1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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 4.11	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00
Final Sat.:	1900 6800	1900	3800	7600	1900	3800	1900	1900	3800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.04 0.47	0.10	0.32	0.31	0.00	0.31	0.22	0.10	0.11	0.08	0.00
Crit Moves:	****		****			****				****	

Uptown Newport
Year 2021 - With Uptown - CLOA Analysis
PM Peak Hour TOT

Level Of Service Computation Report
CU (Loss as Cycle Length % Reduced (Future Volume Alternative)

Intersection #23 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	E

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	1	0	1	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	92	2231	25	192	2067	208	261	65	276	29	21	59
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	101	2452	32	199	2260	229	285	71	294	32	22	57
Added Vol:	0	72	0	0	170	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	2524	32	199	2430	229	285	71	294	32	22	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	2524	32	199	2430	229	285	71	294	32	22	57
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	2524	32	199	2430	229	285	71	294	32	22	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	2524	32	199	2430	229	285	71	294	32	22	57
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	0.10	2.90	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	1700	5100	1700	3400	338	1394	1700	1700	1700
Capacity Analysis Module:												
vol/Sat:	0.06	0.37	0.02	0.12	0.48	0.13	0.11	0.21	0.21	0.02	0.01	0.03
Crit Moves:	****				****			****			****	

Uptown Newport
Year 2021 - With Uptown - CLOA Analysis
PM Peak Hour TOT

Level Of Service Computation Report
TCU (Loss as Cycle Length % Reduced (Future Volume Alternative)

Intersection #24 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	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	0	1	0	2	0	3	0	1	0	2
Volume Module:												
Base Vol:	112	1531	435	389	1761	183	393	562	236	121	292	257
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	122	1669	474	424	1920	200	428	613	257	132	318	280
Added Vol:	12	195	-9	0	293	0	0	0	27	-1	0	0
Committed Vol:	0	72	1	0	66	0	0	0	0	1	0	0
Initial Fut:	134	1936	466	424	2279	200	428	613	284	132	318	280
Base Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PLF Adj:	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:	134	1936	466	424	2279	200	428	613	0	132	318	280
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1936	466	424	2279	200	428	613	0	132	318	280
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:	134	1936	466	424	2279	200	428	613	0	132	318	280
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	1.00	1.00	1.00	1.06
Lanes:	2.00	3.91	0.89	2.00	2.73	0.25	2.00	1.00	1.00	2.76	2.00	1.00
Final Sat.:	3200	6223	1171	3200	4375	407	3400	3400	1600	2400	2400	1700
Capacity Analysis Module:												
vol/Sat:	0.04	0.31	0.40	0.13	0.52	0.49	0.13	0.18	0.00	0.05	0.13	0.16
Crit Moves:	****			****			****				****	

Uptown Ranch
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - ICU

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

Intersection #25 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	C

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	0	0
Volume Module:												
Base Vol:	142	1994	1	1	1116	38	455	0	164	3	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	155	2269	1	1	2045	115	477	0	169	3	0	0
Added Vol:	0	91	0	0	209	68	96	0	-1	0	0	0
Committed V:	0	32	0	0	86	0	0	0	1	0	0	0
Total Vol:	155	2393	1	1	2340	284	573	0	169	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:	155	2393	1	1	2340	0	573	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	2393	1	1	2340	0	573	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	2393	1	1	2340	0	573	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	2.00	0.01	1.00	2.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	1700	3400	9	1700	3400	1700	3400	0	1700	0	1700	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.44	0.44	0.00	0.69	0.00	0.15	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****					

Uptown Ranch
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - ICU

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

Intersection #26 Jamboree Rd/Pelican Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Jamboree Road						Pelican 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	3	0	1	0	1
Volume Module:												
Base Vol:	17	1884	26	291	1896	0	60	25	101	19	10	366
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	19	2053	28	317	2071	0	71	27	110	21	11	313
Added Vol:	266	55	0	0	98	54	22	3	134	0	26	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Total Vol:	288	2115	28	317	2170	62	113	30	244	21	37	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:	288	2115	28	317	2170	62	113	30	244	21	37	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	2115	28	317	2170	62	113	30	244	21	37	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
Final Volume:	288	2115	28	317	2170	62	113	30	244	21	37	312
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	800	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	0.01	2.00	4.00	1.00	1.00	0.12	0.88	1.00	1.00	1.00
Final Sat.:	1700	3032	48	3400	6800	1700	1700	196	1504	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.17	0.48	0.42	0.09	0.32	0.04	0.16	0.15	0.16	0.01	0.02	0.18
Crit Moves:	****			****			****					****

Optimum Network
Year 2021 - With Optimum - CTQA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
100 (Loss as Cycle Length of Method Future Volume Alternative)

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	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	1	0	2			0	0	0	0	0	3	0	3	0	0

Volume Module:

Base Vol:	818	921	336	0	819	207	0	0	0	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	924	1339	383	0	903	233	0	0	0	0	0	0
Added Vol:	0	396	0	0	313	57	0	0	0	0	0	0
Committed V:	22	196	57	0	61	8	0	0	0	0	0	0
Initial Fut:	946	1931	440	0	1279	301	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:	946	1931	440	0	1279	301	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	946	1931	440	0	1279	301	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
Final Volume:	946	1931	440	0	1279	301	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	1.83	1.17	0.00	2.69	1.31	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	2928	1872	0	4304	2096	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Cap:	0.30	0.66	0.24	0.00	0.30	0.14	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Optimum Network
Year 2021 - With Optimum - CTQA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
100 (Loss as Cycle Length of Method Future Volume Alternative)

Intersection #28 Jamboree Rd/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	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	0	0	0	1	1	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	1816	126	0	386	0	772	509	897	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2026	117	0	111	0	772	509	897	0	0	0
Added Vol:	0	554	0	0	313	0	152	0	0	0	0	0
Committed V:	0	179	0	0	61	0	20	24	117	0	0	0
Initial Fut:	0	2759	117	0	1484	0	944	533	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	2759	117	0	1484	0	944	533	1014	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2759	117	0	1484	0	944	533	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
Final Volume:	0	2759	117	0	1484	0	944	533	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	4.77	0.23	0.00	3.00	0.00	1.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7632	368	0	4800	0	1600	1600	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.36	0.32	0.00	0.31	0.00	0.59	0.33	0.32	0.00	0.00	0.00
Crit Moves:		****			****				****			

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Optima Newport
Year 2021 - With Optima - CEQA Analysis
PM Peak Hour: 100

Level Of Service Computation Report
ICU (Intersection Capacity Utilization) Method (Future Volume Alternative)

Intersection #50 Cumberland Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Cumberland 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	3	0	1	2	0
Volume Module:												
Base Vol:	48	1453	34	83	1699	58	34	0	27	35	0	36
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1598	38	91	1869	64	34	0	27	38	0	36
Added Vol:	0	324	0	0	313	0	0	0	0	0	0	0
Char Ind Vol:	0	83	0	0	39	0	4	0	10	0	0	0
Initial Fut:	53	2163	38	91	2221	64	38	0	37	38	0	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	2162	38	91	2221	64	38	0	37	38	0	36
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	2162	38	91	2221	64	38	0	37	38	0	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	2162	38	91	2221	64	38	0	37	38	0	36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.47	1.00	4.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	6291	109	1600	6400	1600	3200	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.35	0.06	0.35	0.04	0.02	0.00	0.02	0.02	0.00	0.02
Crit Moves:	****			****			****			****		

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Optima Newport
Year 2021 - With Optima - CEQA Analysis
PM Peak Hour: 100

Level Of Service Computation Report
ICU (Intersection Capacity Utilization) Method (Future Volume Alternative)

Intersection #50 Cumberland Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	90	Level Of Service:	B

Street Name:	Cumberland 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			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	2	0	2	0	1	1	1	0
Volume Module:												
Base Vol:	37	1422	240	150	1353	352	216	36	12	232	142	68
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1564	264	165	1488	387	216	36	12	232	142	68
Added Vol:	0	214	45	0	313	0	0	0	0	54	0	0
Char Ind Vol:	0	184	0	0	193	0	0	0	0	0	0	0
Initial Fut:	41	2021	318	173	1995	391	216	36	12	286	142	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	2021	318	173	1995	391	216	36	12	286	142	68
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	2021	318	173	1995	391	216	36	12	286	142	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	2021	318	173	1995	391	216	36	12	286	142	68
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.43	0.57	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2288	912	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.20	0.05	0.42	0.24	0.09	0.03	0.01	0.10	0.09	0.04
Crit Moves:	****			****			****			****		

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - ICU

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

Intersection #33 Carlson Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.[illegible]
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	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	1	0	1	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	90	98	541	139	139	412	523	1139	325	174	300	185
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	98	107	590	152	152	449	572	1241	354	190	327	202
Added Vol:	0	0	0	0	0	0	0	10	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	107	590	152	152	449	572	1251	354	190	367	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	107	590	152	152	449	572	1251	354	190	367	202
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	107	590	152	152	449	572	1251	354	190	367	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	98	107	590	152	152	449	572	1251	354	190	367	202
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	1900	1900	3800	1900	1900	3800	1900	1900	1900	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.31	0.04	0.08	0.00	0.15	0.33	0.19	0.10	0.10	0.00
Crit Moves:			****		****			****		****		

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - ICU

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

Intersection #22 Carlson Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.[illegible]
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	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	0	1	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0	162	0	170	330	1066	0	0	830	121
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	0	0	177	0	185	359	1162	0	0	904	132
Added Vol:	0	0	0	0	0	0	0	4	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	177	0	185	359	1166	0	0	945	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	177	0	185	359	1166	0	0	945	132
Reduction Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	177	0	185	359	1166	0	0	945	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	177	0	185	359	1166	0	0	945	132
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.00	0.00	1.67	0.33
Final Sat.:	0	0	0	1900	0	1900	1900	1900	0	0	1868	594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.11	0.19	0.69	0.00	0.00	0.24	0.22
Crit Moves:				****				****		****		

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - 100

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

Intersection #33 Harvard Ave/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	49	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:	71 655 55	340 571 273	231 355 195	64 369 184				
Growth Adj:	1.09 1.09 1.09	1.09 1.09 1.09	1.09 1.09 1.09	1.09 1.09 1.09				
Initial Bse:	77 714 60	371 623 298	252 387 213	70 402 201				
Added Vol:	0 0 0	0 0 0	0 0 0	0 40 0				
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0				
Initial Fut:	77 714 60	371 623 298	252 387 213	70 442 201				
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00				
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00				
PHF Volume:	77 714 60	371 623 298	252 387 213	70 442 201				
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0				
Reduced Vol:	77 714 60	371 623 298	252 387 213	70 442 201				
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00				
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00				
Final Volume:	77 714 60	371 623 298	252 387 213	70 442 201				
Saturation Flow Module:								
Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600				
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00				
Lanes:	1.00 1.00 1.00	1.00 2.00 1.00	2.00 2.00 1.00	1.00 1.60 0.80				
Final Sat.:	1700 3071 939	1700 3400 700	3400 3400 1700	1700 2573 1027				
Capacity Analysis Module:								
Vol/Sat:	0.05 0.02 0.02	0.22 0.18 0.16	0.14 0.11 0.13	0.04 0.17 0.16				
Crit Moves:	****	****	****	****				

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - 100

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

Intersection #34 Campus Dr/Irvine Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	69	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:	1 0 2 0 0		0 0 4 0 2		0 0 0 0 0		1 0 3 0 0	
Volume Module:								
Base Vol:	478 587 0	0 769 768	0 0 0	235 1356 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:	478 587 0	0 769 768	0 0 0	235 1356 106				
Added Vol:	0 212 0	0 156 21	0 0 0	12 51 0				
PasserByVol:	0 0 0	0 2 3	0 0 0	0 39 0				
Initial Fut:	478 799 0	0 925 792	0 0 0	247 1447 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:	478 799 0	0 925 792	0 0 0	247 1447 106				
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0				
Reduced Vol:	478 799 0	0 925 792	0 0 0	247 1447 106				
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00				
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00				
Final Volume:	478 799 0	0 925 792	0 0 0	247 1447 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 2.00 0.20				
Final Sat.:	3200 4800 0	0 6400 3200	0 0 0	1600 3200 315				
Capacity Analysis Module:								
Vol/Sat:	0.15 0.16 0.00	0.00 0.15 0.25	0.00 0.00 0.00	0.15 0.45 0.34				
Crit Moves:	****		****					

Uptown Newport
Year 2021 - With Uptown - CROA Analysis
PM Peak Hour - TOD

Level Of Service Computation Report
ICU (Ilicos as Cycle Length Method (Future Volume Alternative)

Intersection #35 Birch St/Bristol St A

Cycle (sec):	100	Critical Vol./Cap.(X):	0.102
Lost Time (sec):	0	Average Delay (sec/veh):	******
Optimal Cycle:	45	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
Terms:	0	0	0	0	0	0	0	1	1	0	1	0

Volume Module:

Base Vol:	134	988	0	0	437	603	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:	134	988	0	0	437	603	0	0	0	417	1475	137
Added Vol:	0	10	0	0	0	0	0	0	0	0	71	0
PasserByVol:	27	38	0	0	17	0	0	0	0	21	0	0
Initial Fut:	161	1037	0	0	454	603	0	0	0	438	1546	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:	161	1037	0	0	454	603	0	0	0	438	1546	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1037	0	0	454	603	0	0	0	438	1546	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:	161	1037	0	0	454	603	0	0	0	438	1546	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	1.00	1.00	0.00	0.00	0.00	1.00	3.75	0.25
Final Sat.:	3200	3200	0	0	1600	1600	0	0	0	1600	6000	400

Capacity Analysis Module:

Vol/Sat:	0.06	0.32	0.00	0.00	0.28	0.38	0.00	0.00	0.00	0.22	0.26	0.34
Crit Moves:	****				****							****

Uptown Newport
Year 2021 - With Uptown - CROA Analysis
PM Peak Hour - TOD

Level Of Service Computation Report
ICU (Ilicos as Cycle Length Method (Future Volume Alternative)

Intersection #36 Campus Dr/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.320
Lost Time (sec):	0	Average Delay (sec/veh):	******
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
Terms:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	660	220	202	921	0	421	603	533	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	726	264	262	837	0	421	603	533	0	0	0
Added Vol:	0	70	25	0	170	0	36	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	17	0	0	0	0
Initial Fut:	0	807	289	262	1313	0	457	620	533	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	807	289	262	1313	0	457	620	533	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	807	289	262	1313	0	457	620	533	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	807	289	262	1313	0	457	620	533	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	1.00	1.00	3.00	0.00	2.55	2.57	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	4111	4129	3200	0	0	0

Capacity Analysis Module:

Vol/Sat.:	0.00	0.13	0.18	0.16	0.27	0.00	0.11	0.15	0.17	0.00	0.00	0.00
Crit Moves:				****	****		****					

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU (Loss as Cycle Length 6) Method (Future Volume Alternative)

Intersection 437 Birch St/Bristol St 3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	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	0	0	0	1	0

Volume Module:

Base Vol:	0	293	242	287	287	0	977	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	293	242	287	287	0	977	996	124	0	0	0
Added Vol:	0	0	0	0	0	0	14	25	0	0	0	0
Committed V:	0	71	77	0	48	0	0	0	15	0	0	0
Initial Fut:	0	364	319	287	335	0	991	1021	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	364	319	287	335	0	991	1021	139	0	0	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	364	319	287	335	0	991	1021	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	364	319	287	335	0	991	1021	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	0.00	0.00	0.00	0.00	0.00	1.00	3.84	0.16	0.00	0.00	0.00
Final Sat.:	0	2200	2200	2200	2200	0	1600	5920	571	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.16	0.16	0.13	0.15	0.00	0.19	0.16	0.24	0.00	0.00	0.00
Crit Moves:		****		****					****			

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - ICU

Level Of Service Computation Report
ICU (Loss as Cycle Length 6) Method (Future Volume Alternative)

Intersection 438 Bayview Pl/Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	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	0	0	0	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	131	0	0	0	0
Committed V:	0	0	23	0	0	0	0	26	0	0	0	0
Initial Fut:	0	0	273	0	0	0	0	2772	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	2772	101	0	0	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	273	0	0	0	0	2772	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	2772	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	1.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	1600	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	0.43	0.06	0.00	0.00	0.00
Crit Moves:			****					****				

Uptown Newport
Year 2021 - With Uptown - CROA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
TCU (Uses as Cycle Length 0) Method (Future Volume Alternative)

Intersection #25 Irvine Avenue / Mesa Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	63	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	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	1	1 0	1	0 0	1	0 0	1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	48	582	143	8	1120	165	36	53	106	694	170	16
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	621	157	9	1232	182	36	53	106	694	170	16
Added Vol:	0	100	0	0	120	0	0	0	0	0	0	0
Growth Adj:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	721	157	9	1352	182	36	53	106	694	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:	51	721	157	9	1352	182	36	53	106	694	170	16
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	721	157	9	1352	182	36	53	106	694	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
Final Volume:	51	721	157	9	1352	182	36	53	106	694	170	16
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	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	2.00	1.00	1.00	1.00	1.00	2.00	0.91	0.09
Final Sat.:	1800	4800	1800	1800	4800	1800	1800	1800	1800	3600	1467	133
Capacity Analysis Module:												
vol/sat:	0.03	0.15	0.11	0.00	0.33	0.11	0.02	0.03	0.07	0.17	0.12	0.12
Crit Moves:	****				****				****	****		

Uptown Newport
Year 2021 - With Uptown - CROA Analysis
PM Peak Hour - 100

Level Of Service Computation Report
TCU (Uses as Cycle Length 0) Method (Future Volume Alternative)

Intersection #26 University Drive / Campus Drive

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	65	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	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	3	1 0	2	0 1		1 0	2	0 1	
Volume Module:												
Base Vol:	184	1473	384	73	880	93	350	541	112	320	532	113
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	201	1611	397	80	963	89	401	591	122	350	582	123
Added Vol:	0	45	0	0	84	-1	-4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	1656	397	80	1047	81	397	591	122	350	582	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1656	397	80	1047	81	397	591	122	350	582	123
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1656	397	80	1047	81	397	591	122	350	582	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	201	1656	397	80	1047	81	397	591	122	350	582	123
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
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	1.43	0.57	1.00	2.00	1.00	1.00	1.03	1.00	1.00	2.00	1.00
Final Sat.:	2016	4030	1016	2016	4032	2016	2016	3633	1781	2016	4032	2016
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.04	0.26	0.04	0.20	0.16	0.07	0.17	0.14	0.07
Crit Moves:	****			****				****			****	

Uptown Report
Year 2021 - With Uptown - HCQA Analysis
PM Peak Hour - ICU

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

Intersection #11 Mesa Rd/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	E

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	1	0	0	2	0	2	0	2	0
Volume Module:												
Base Vol:	148	0	195	0	0	0	0	1900	57	133	1245	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	148	0	212	0	0	0	0	2071	62	145	1357	0
Added Vol:	0	0	0	0	0	0	0	42	0	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	0	212	0	0	0	0	2113	62	145	1431	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:	148	0	212	0	0	0	0	2113	62	145	1431	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	0	212	0	0	0	0	2113	62	145	1431	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:	148	0	212	0	0	0	0	2113	62	145	1431	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	0.13	0.00	0.00	0.00	0.00	0.62	0.04	0.09	0.42	0.00
Crit Moves:			****					****			****	

Uptown Report
Year 2021 - With Uptown - HCQA Analysis
PM Peak Hour - ICU

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

Intersection #43 California Ave/University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	8	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

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	0	0	0	2	0	1	2	0
Volume Module:												
Base Vol:	557	0	777	0	0	0	0	1150	58	85	1143	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	607	0	846	0	0	0	0	1253	63	93	1246	0
Added Vol:	0	0	0	0	0	0	0	45	0	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	607	0	846	0	0	0	0	1353	63	93	1320	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:	607	0	846	0	0	0	0	1353	63	93	1320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	607	0	846	0	0	0	0	1353	63	93	1320	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:	607	0	846	0	0	0	0	1353	63	93	1320	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:	0.36	0.00	0.25	0.00	0.00	0.00	0.00	0.40	0.04	0.03	0.39	0.00
Crit Moves:			****					****			****	

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - 70%

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

Intersection #22 Birch Dwy

Average Delay (sec/veh): 9.1 Worst Case Level Of Service: B(11.0)

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	15	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	15	80	0
Added Vol:	17	0	16	0	0	0	0	16	57	51	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	0	62	0	0	0	0	326	82	70	96	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	326	82	70	96	0
Reduct Vol:	30	0	23	0	0	0	0	0	21	15	0	0
FinalVolume:	37	0	39	0	0	0	0	326	61	55	96	0
Critical Gap Module:												
Critical Gap:	6.8	6.5	6.9	xxxx	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:	533	557	0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	387	xxxx	xxxxx
Potent Cap.:	499	442	1103	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1169	xxxx	xxxxx
Move Cap.:	481	427	1103	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1169	xxxx	xxxxx
Volume/Cap:	0.08	0.00	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95%Q:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	1199	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue::	xxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Uptown Newport
Year 2021 - With Uptown - CEQA Analysis
PM Peak Hour - 70%

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

Intersection #23 Jamboree Rd / Driveway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B(12.0)

Street Name:	Jamboree Rd						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 2 0 0			0 0 1 0 1			1 0 0 0 1			0 0 0 0 0		
Volume Module: >> Count Date: 22 Mar 2011 to Saturday PM Peak Hour												
Base Vol:	42	1725	0	0	1925	12	15	0	45	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	1725	0	0	1925	12	15	0	45	0	0	0
Added Vol:	0	59	0	0	142	54	38	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1784	0	0	2067	66	53	0	63	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	2067	66	53	0	63	0	0	0
Reduct Vol:	02	0	0	0	0	12	45	0	15	0	0	0
FinalVolume:	0	1784	0	0	2067	54	8	0	48	0	0	0
Critical Gap Module:												
Critical Gap:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.6	xxxx	6.5	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2875	xxxx	1117	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	xxxx	209	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	xxxx	209	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	0.23	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95%Q:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.8	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.0	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue::	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.0			xxxxxx		
ApproachLOS:	*			*			B			*		

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