APPENDIX C

COMMITTED AND CUMULATIVE PROJECTS INFORMATION

City of Newport Beach

Cumulative Project List - November 2011

Projects of significant size to have a potential cumulative impact

Note: Highlighted projects do not result in an increase in traffic generation; however, may have other cumulative impacts to consider (i.e. construction, noise, air quality).

Newport Beach Country Club	1600 East Coast Highway	• 5 res. d.u • 27 hotel units with a 2,048 g.s.f. concierge and guest center • 3,523 g.s.f. tennis club with a 6,718 g.s.f. spa • 51,213 g.s.f. golf club with accessory facilities • 7 tennis courts and a swimming pool.
Mariner's Medical Arts	1901 Westcliff Dr.	12,245 g.s.f. medical office addition
Banning Ranch	4520 W. Coast Hwy	1,375 d.u., 75,000 g.s.f. commercial retail, 75-room accommodations, parks, and open space.
Sunset Ridge Park	4850 W. Coast Hwy	13.67 ac. active park
Marina Park	1700 Balboa Blvd	10.45 ac. public marina, beach, park with recreational facilities as follows: • Balboa Center Complex: 26,990 g.s.f. • Visiting Vessel Marina: 23 Slips • Marina Services Building (laundry, offices, etc.): 1,328 g.s.f. • Girl Scout House: 5,500 g.s.f. • Parking 153 spaces
Conexant	4311 Jamboree Rd	**New:** • 1,244 residential d.u • 11,500 g.s.f. commercial **Existing (to be demolished):** • 167,000 g.s.f. office • 269,000 g.s.f. industrial
Koll	4343 Von Karman Ave	**New:** • 260 residential d.u. • 3,400 g.s.f. commercial
AERIE	201 Carnation Ave	**New:** 6-unit condominium with subterranean parking (25,500 c.y. grading) **Existing:** 14 apartment d.u.
Newport Coast		**See David Keely in Public Works for update.**

Mariner's Medical Arts
1901 Westcliff Drive

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Medical Office	ITE-8th		TSF	1.82	0.48	2.30	0.93	2.53	3.46	36.13
	ITE-8th									
	ITE-8th									
	ITE-8th									

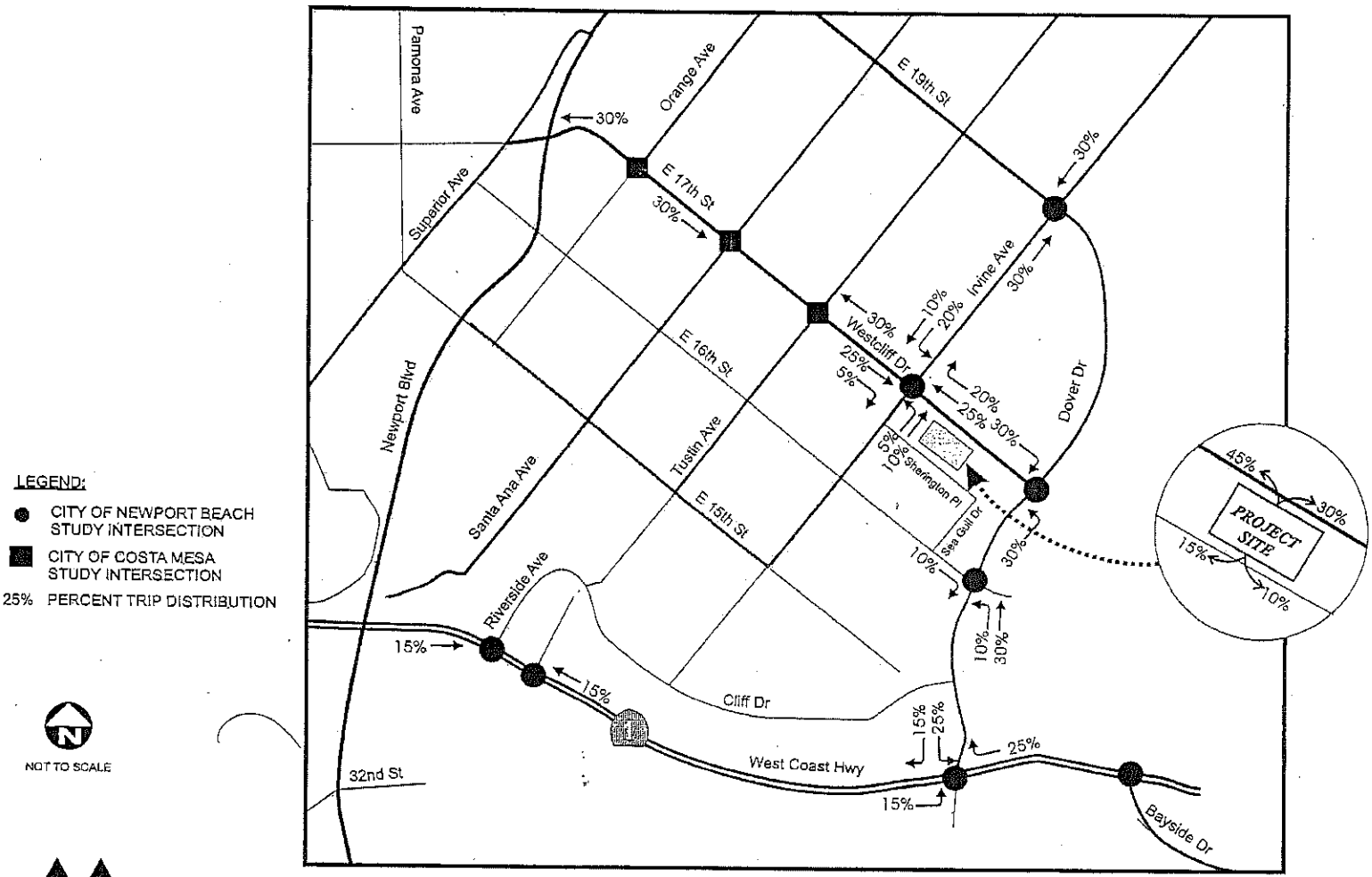
Existing Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
	ITE-8th									
	ITE-8th									
	ITE-8th									
Total						0			0	0

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Medical Office	ITE-8th	12.245	TSF	22	6	28	11	31	42	442
	ITE-8th									
	ITE-8th									
	ITE-8th									
Total				22	6	28	11	31	42	442

Net Increase				**22**	**6**	**28**	**11**	**31**	**42**	**442**



Meyer, Mohaddes Associates, Inc.
An Iteris Company

NEWPORT BEACH
1901 WESTCLIFF DRIVE TRAFFIC PHASING ORDINANCE

FIGURE 6
Project Trip Distribution Percentages

J00-013\gra\MAP_ISXN3/2/00

TABLE 2
SUMMARY OF PROJECT TRIP GENERATION
NEWPORT BANNING RANCH

TRIP RATES

Land Use	ITE Code	Trips per	Trip Generation Rates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single-Family Detached Housing	210	DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Residential Condominium/Townhouse	230	DU	5.81	0.07	0.37	0.44	0.35	0.17	0.52
Resort Hotel [1]	330	Room	4.90	0.22	0.09	0.31	0.18	0.24	0.42
Park [2]	412	Acre	2.28	0.01	0.00	0.01	0.02	0.04	0.06
Soccer Complex	488	Field	71.33	0.70	0.70	1.40	14.26	6.41	20.67
Tennis Courts	490	Court	31.04	0.84	0.84	1.68	1.94	1.94	3.88
Shopping Center [3]	820	KSF	Equation - See Below						

PROJECT TRIP GENERATION

Project Area	Land Use	Units		Trip Generation Estimates						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
South Family Village	Single-Family Detached Housing	141	DU	1,349	27	79	106	90	52	142
	Park	28	Acre	64	0	0	0	1	1	2
	Soccer Complex	4	Fields	285	3	3	6	57	26	83
	Tennis Courts	6	Courts	186	5	5	10	12	12	24
	Subtotal			**1,884**	**35**	**87**	**122**	**160**	**91**	**251**
Resort Colony	Residential Condominium/Townhouse	87	DU	505	6	32	38	30	15	45
	Resort Hotel	75	Rooms	368	17	7	24	14	18	32
	Subtotal			**873**	**23**	**39**	**62**	**44**	**33**	**77**
North Family Village	Single-Family Detached Housing	282	DU	2,699	54	158	212	180	104	284
	Residential Condominium/Townhouse	135	DU	784	9	50	59	47	23	70
	Subtotal			**3,483**	**63**	**208**	**271**	**227**	**127**	**354**
Urban Colony	Residential Condominium/Townhouse	730	DU	4,241	51	270	321	256	124	380
	Shopping Center	75.0	KSF	5,634	79	51	130	257	268	525
	Subtotal			**9,875**	**130**	**321**	**451**	**513**	**392**	**905**
Total Before Internal Capture/Pass-by				**16,115**	**251**	**655**	**906**	**944**	**643**	**1,587**
Internal Capture [4]				**1,126**				**55**	**55**	**110**
Pass-By Reduction for Shopping Center (10%) [5]								**23**	**24**	**47**
Total Project Trips				**14,989**	**251**	**655**	**906**	**866**	**564**	**1,430**

Source: Institute of Transportation Engineers publication "Trip Generation", 8th Edition

DU = Dwelling Unit, KSF = 1,000 Square Feet

[1] ITE Land Use Category 330 Resort Hotel does not provide a daily trip rate. ITE Land Use Category 311 - All Suites Hotel was used for daily trips.

[2] Trip generation is based on ITE Land Use County Park (Land Use 412) beeause this category ineludes peak hour trip rates.

[3] Trip rates for Shopping Center are derived from the following regression equations: T = Trip Ends, X = units in KSF

ADT: Ln(T) = 0.65 Ln(X) + 5.83

AM Peak Hour: Ln(T) = 0.59 Ln(X) + 2.32

PM Peak Hour: Ln(T) = 0.67 Ln(X) + 3.37

[4] Source: Institute of Transportation Engineers (ITE) publication "Trip Generation Handbook". See Internal Capture Worksheets in Appendix C.

[5] Note: The ITE publication "Trip Generation Handbook" indicates pass-by for a shopping center is 34% in the PM peak hour. 10% is assumed here, for a conservative approach. Pass-by reduction is taken on balance of retail trips, after Internal Capture reduction

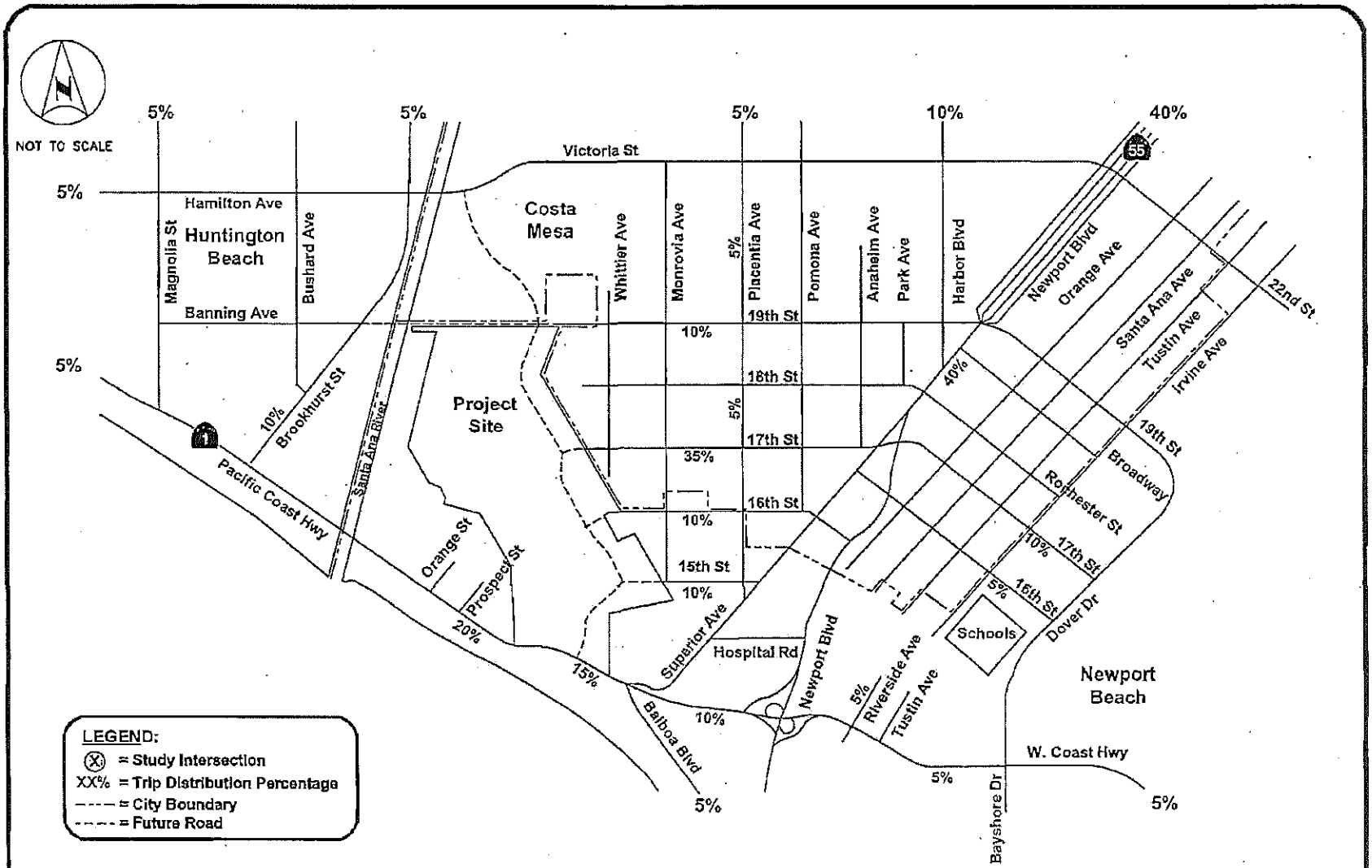


FIGURE 9
PROJECT TRIP DISTRIBUTION

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Kimley-Horn and Associates, Inc.

SUNSET RIDGE PARK.

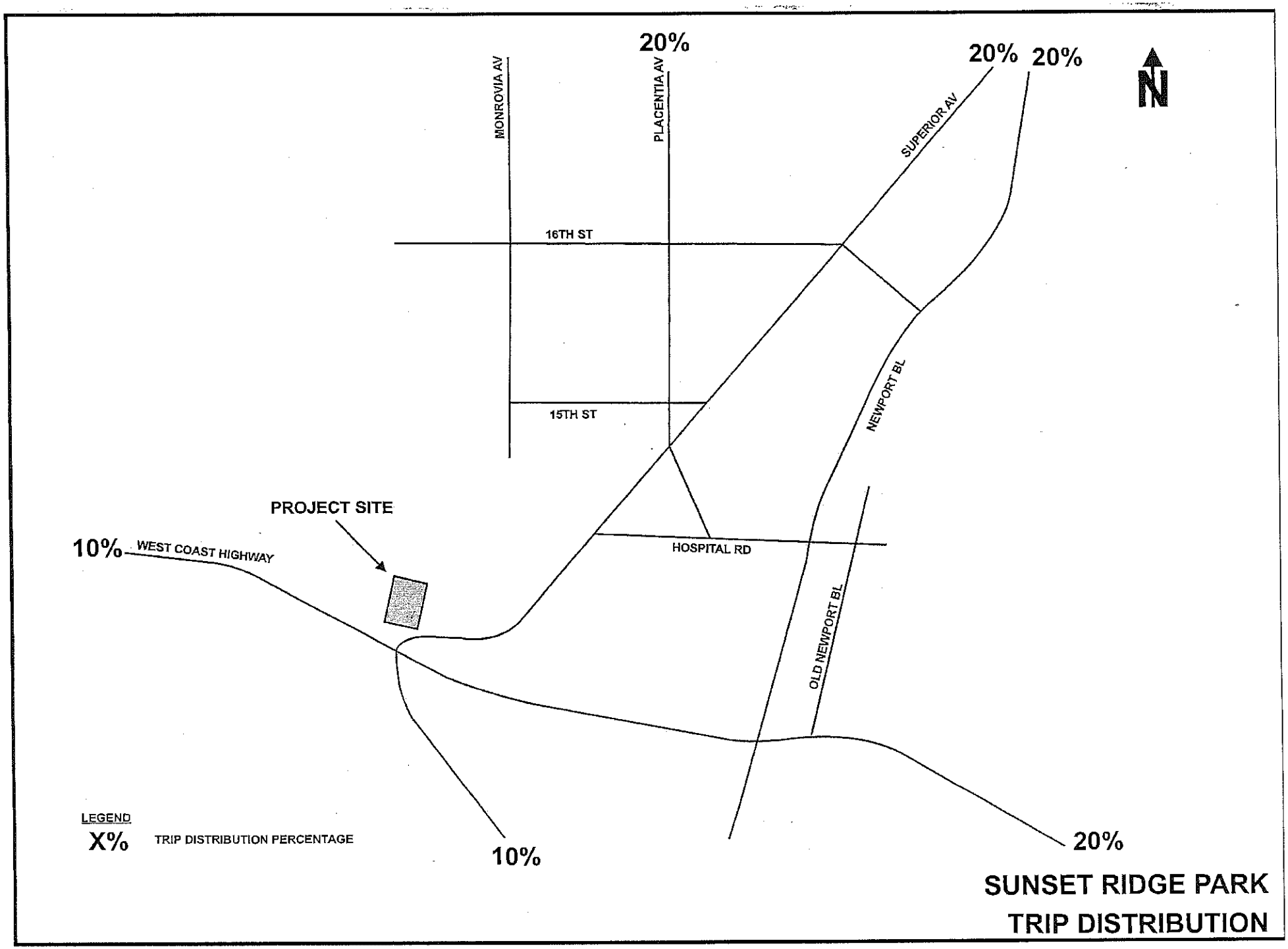
Table 5
Project Trip Generation
Sunset Ridge Park

Land Use	ITE Code	Unit	Trip Generation Rates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
City Park	411	Acre	1.59	*	*	*	*	*	*
Soccer Complex	488	Field	71.33	0.70	0.70	1.40	14.26	6.41	20.67

Land Use	Quantity	Trip Generation Estimates						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
City Park	13.67 Acres	22	N/A	N/A	N/A	N/A	N/A	N/A
Soccer Complex	2 Fields	143	1	1	2	29	13	42
TOTAL		**165**	**1**	**1**	**2**	**29**	**13**	**42**

Source: Institute of Transportation Engineers publication "Trip Generation", 8th Edition

* No peak hour trip generation rates given for this land use.


20%
20%
20%
N
MONROVIA AV
PLACENTIA AV
SUPERIOR AV
16TH ST
15TH ST
NEWPORT BL
PROJECT SITE
10%
WEST COAST HIGHWAY
HOSPITAL RD
OLD NEWPORT BL
LEGEND
X%
TRIP DISTRIBUTION PERCENTAGE
10%
20%
SUNSET RIDGE PARK
TRIP DISTRIBUTION

MARINA PARK.

Table 1

TRIP GENERATION SUMMARY

LAND USE	UNITS	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL	ADT
TRIP RATES								
Park[1]	Acre	.28	.20	.48	.38	.92	1.30	15.70
Recreational Community Center (ITE 495)[2]	TSF	.99	.63	1.62	.48	1.16	1.64	22.88
Marina (ITE 420)	Berth	.03	.05	.08	.11	.08	.19	2.96
TRIP GENERATION								
Proposed Project								
Park	4.89 Acres	1	1	2	2	4	6	77
Community Ctr/Sailing Ctr/Cafe	21.3 TSF	21	13	34	10	25	35	487
Visitor Marina	23 Berths	1	1	2	3	2	5	68
Sub-Total		23	15	38	15	31	46	632
Existing Use								
Mobile Home Park	57 DU	-5	-13	-18	-7	-7	-14	-194
Park	1.2 Acres	0	0	0	0	-1	-1	-19
Community Ctr	2.9 TSF	-3	-2	-5	-1	-4	-5	-67
NET NEW TRIPS		**15**	**0**	**15**	**7**	**19**	**26**	**352**

Notes:

[1] Park AM and PM trip rates from ITE City Park (411) rate/acre, ADT rate averaged from City (411) and Beach (415) Park ADT rate/acre.

[2] ITE Recreational Community Center (495) trip rates applied to Community Center, Sailing Center, and Café.

The Girl Scout House will be relocated on-site and results in no net change in project trips.

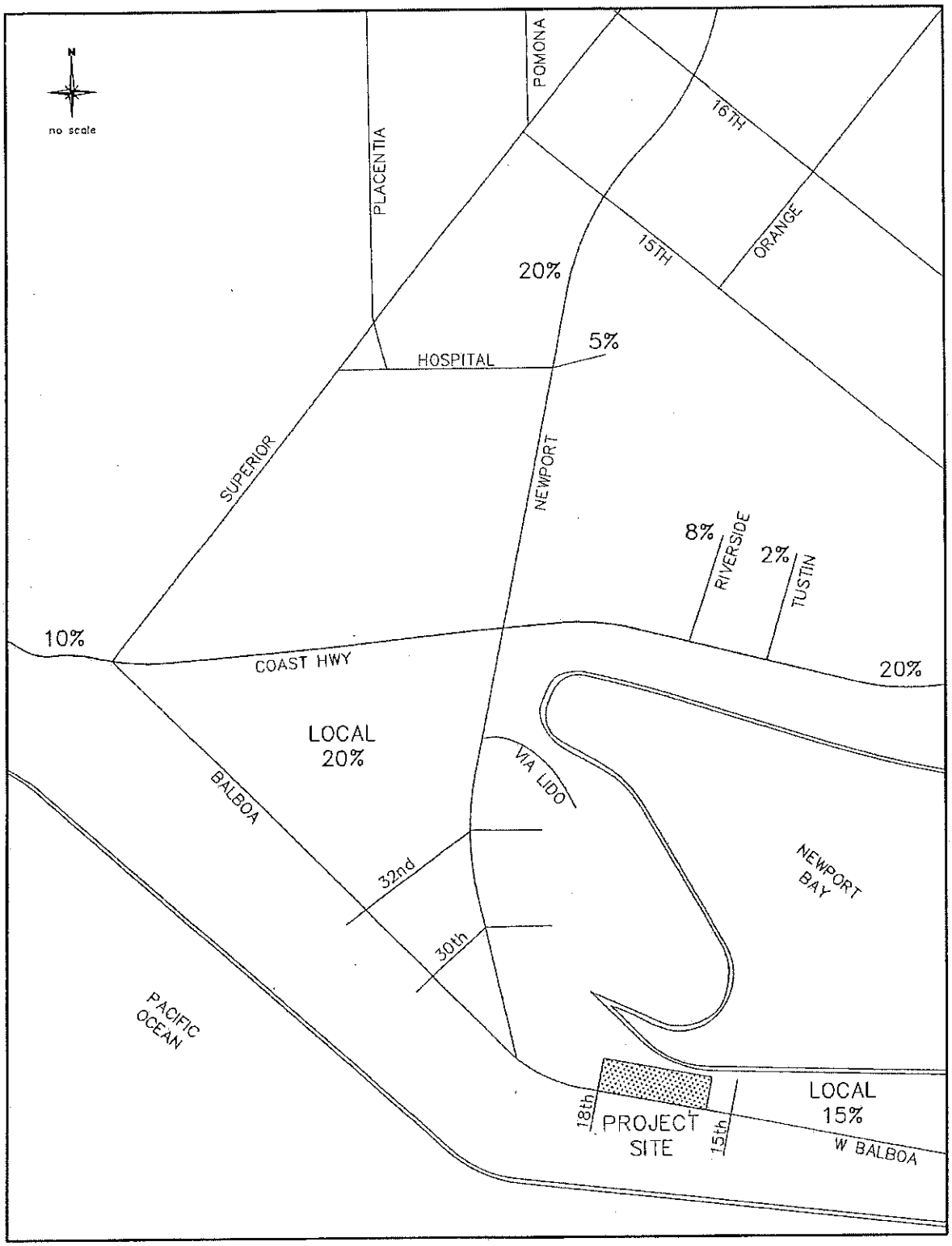


Figure 3

GENERAL PROJECT DISTRIBUTION

Koll-Conexant
4311 Jamboree Road

Trip Generation Rates

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th		TSF	1.36	0.19	1.55	0.25	1.24	1.49	11.01
General Light Industrial	ITE-8th		TSF	0.81	0.11	0.92	0.12	0.85	0.97	6.97
Apartments	ITE-8th		DU	0.1	0.41	0.51	0.4	0.22	0.62	6.65

Existing Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Office	ITE-8th	167	TSF	227	32	259	42	207	249	1839
Industrial	ITE-8th	269	TSF	218	30	247	32	229	261	1875
	ITE-8th									
	ITE-8th									
Total				445	61	506	74	436	510	3714

Proposed Use

Land Use	Rate Type	Size	Unit	AM Peak Hour			PM Peak Hour			Daily
				In	Out	Total	In	Out	Total	Total
Apartment	ITE-8th	974	DU	97	399	497	390	214	604	6477
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
	ITE-8th		TSF	0	0	0	0	0	0	0
Total				97	399	497	390	214	604	6477

Net Increase				**-348**	**338**	**-10**	**316**	**-221**	**94**	**2764**

Note: Do not assign negative trips to the circulation system

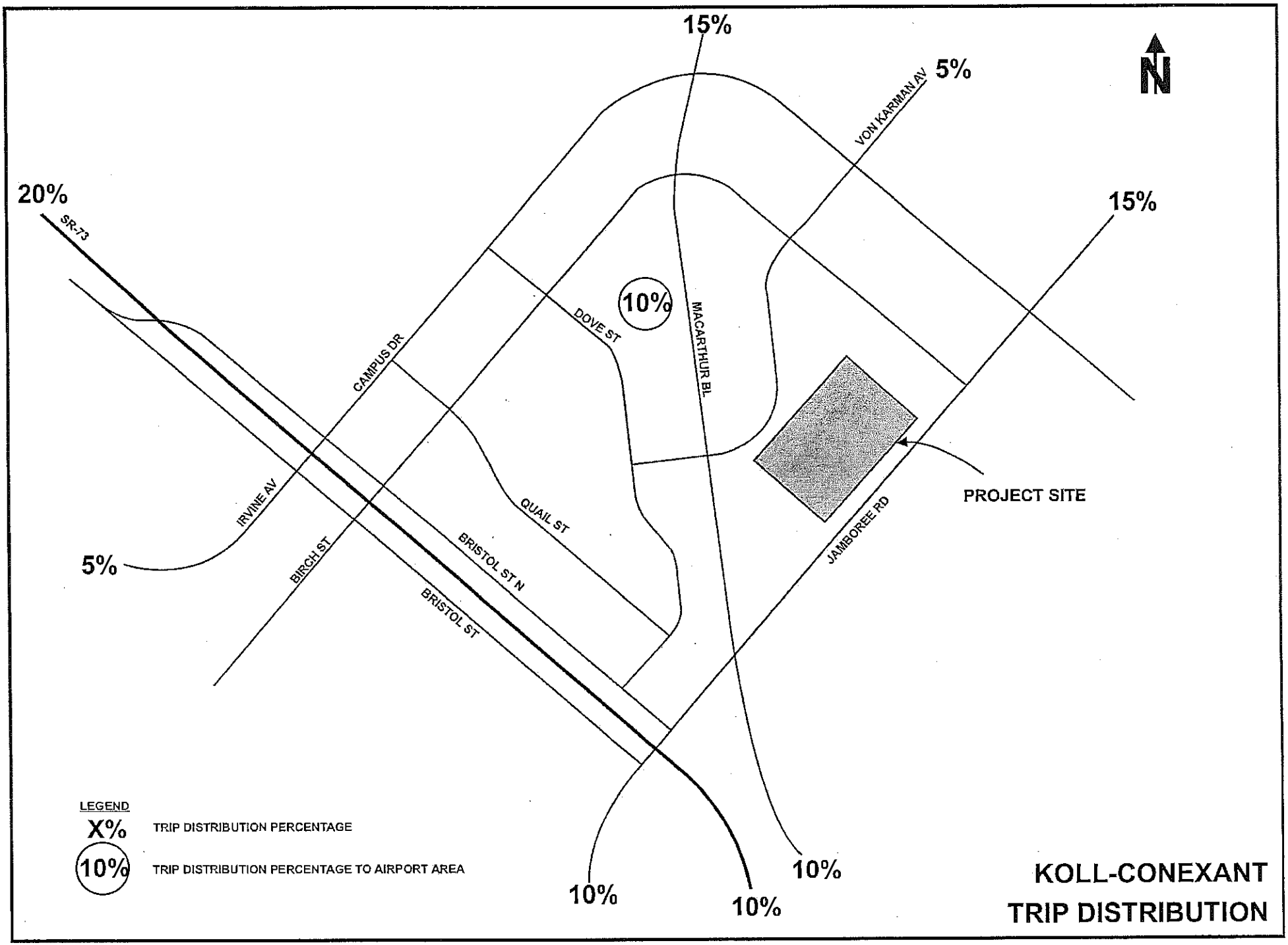

15%
5%
VON KARMAN AV
20%
SR-73
15%
10%
DOVE ST
MACARTHUR BL
CAMPUS DR
PROJECT SITE
IRVINE AV
QUAIL ST
5%
BIRCH ST
BRISTOL ST N
JAMBOREE RD
BRISTOL ST
10%
10%
10%
LEGEND
X%
TRIP DISTRIBUTION PERCENTAGE
10%
TRIP DISTRIBUTION PERCENTAGE TO AIRPORT AREA
KOLL-CONEXANT
TRIP DISTRIBUTION

TABLE 12-1 NEWPORT COAST

TRIP GENERATION RATES[1]

LAND USE	UNITS[2]	PEAK HOUR				DAILY
		AM		PM		
		IN	OUT	IN	OUT	
Condominium/Townhouse	DU	0.17	0.49	0.47	0.36	8.10
Multi Family Dwelling	DU	0.90	0.42	0.43	0.20	6.47
Single Family Detached Residential	DU	0.20	0.70	0.70	0.40	11.00
State Park (gross acres)	AC	0.21	0.90	0.29	0.31	19.15

0.09
verify trip gen.

[1] Source: City of Newport Beach Trip Generation Rates

[2] DU = Dwelling Units
AC = Acres

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TABLE 12-2

PROJECT TRIP GENERATION

TAZ	PLANNING AREA	LAND USE	QUANTITY	UNITS[1]	PEAK HOUR AM IN	PEAK HOUR AM OUT	PEAK HOUR PM IN	PEAK HOUR PM OUT	DAILY
1	1A	Condominium/Townhouse	121	DU	21	59	57	44	980
	1B	Single Family Detached Residential	36	DU	7	25	25	14	396
	1C	Condominium/Townhouse	888	DU	151	435	417	320	7,193
	2A	Single Family Detached Residential	206	DU	41	144	144	82	2,266
	13C	Multi Family Dwelling	116	DU	104	49	50	23	751
	13D	Multi Family Dwelling	116	DU	104	49	50	23	751
	13E	Multi Family Dwelling	116	DU	104	49	50	23	751
TOTAL FOR TAZ 1					532	810	793	529	13,088
2	3A	Single Family Detached Residential	347	DU	69	243	243	139	3,817
	3B	Single Family Detached Residential	450	DU	90	315	315	180	4,950
	4B	Single Family Detached Residential	587	DU	117	411	411	235	6,457
	13A	Multi Family Dwelling	117	DU	105	49	50	23	757
	13B	Multi Family Dwelling	117	DU	105	49	50	23	757
	14	Single Family Detached Residential	26	DU	5	18	18	10	286
	17	State Park (gross acres)	2,807	AC	589	2,526	814	870	53,754
TOTAL FOR TAZ 2					1,080	3,611	1,901	1,480	70,778
3	2B	Single Family Detached Residential	62	DU	12	43	43	25	682
	4A	Single Family Detached Residential	784	DU	157	549	549	314	8,624
TOTAL FOR TAZ 3					169	592	592	339	9,306
4	2C	Single Family Detached Residential	307	DU	61	215	215	123	3,377
	5	Single Family Detached Residential	300	DU	60	210	210	120	3,300
	6	Single Family Detached Residential	75	DU	15	53	53	30	825
	8	Condominium/Townhouse	289	DU	49	142	136	104	2,341
TOTAL FOR TAZ 4					185	620	614	377	9,843
TOTAL FOR ALL ZONES					1,966	5,633	3,900	2,725	103,015

[1] DU = Dwelling Units
AC = Acres

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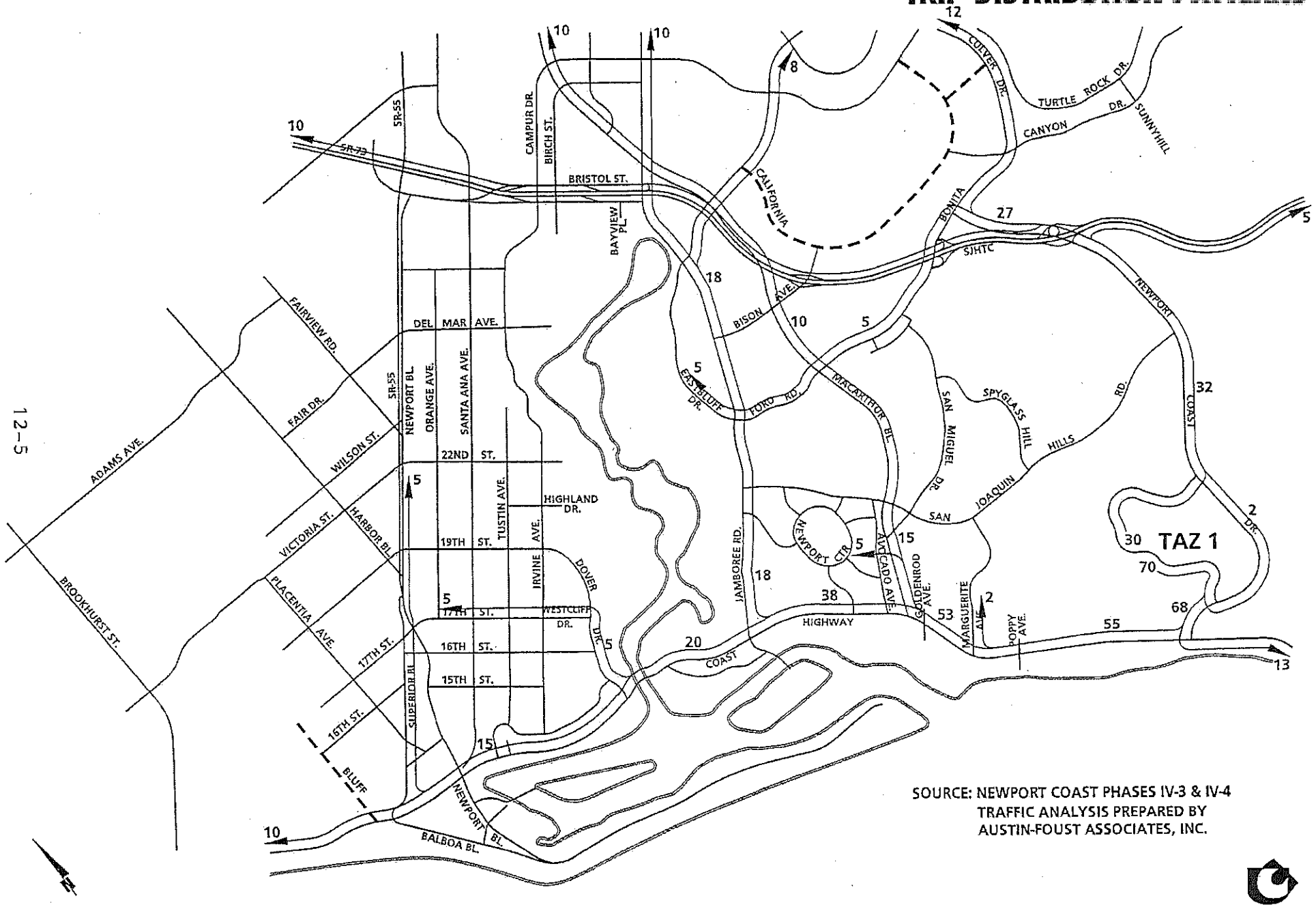
- 70% OF DU'S ARE BUILT. ONLY 30% IS CUMULATIVE PROJECT THE

- ASSUME STATE PARK IS EXISTING.

NEWPORT COAST TRAFFIC ANALYSIS ZONE 1 TRIP DISTRIBUTION PATTERNS

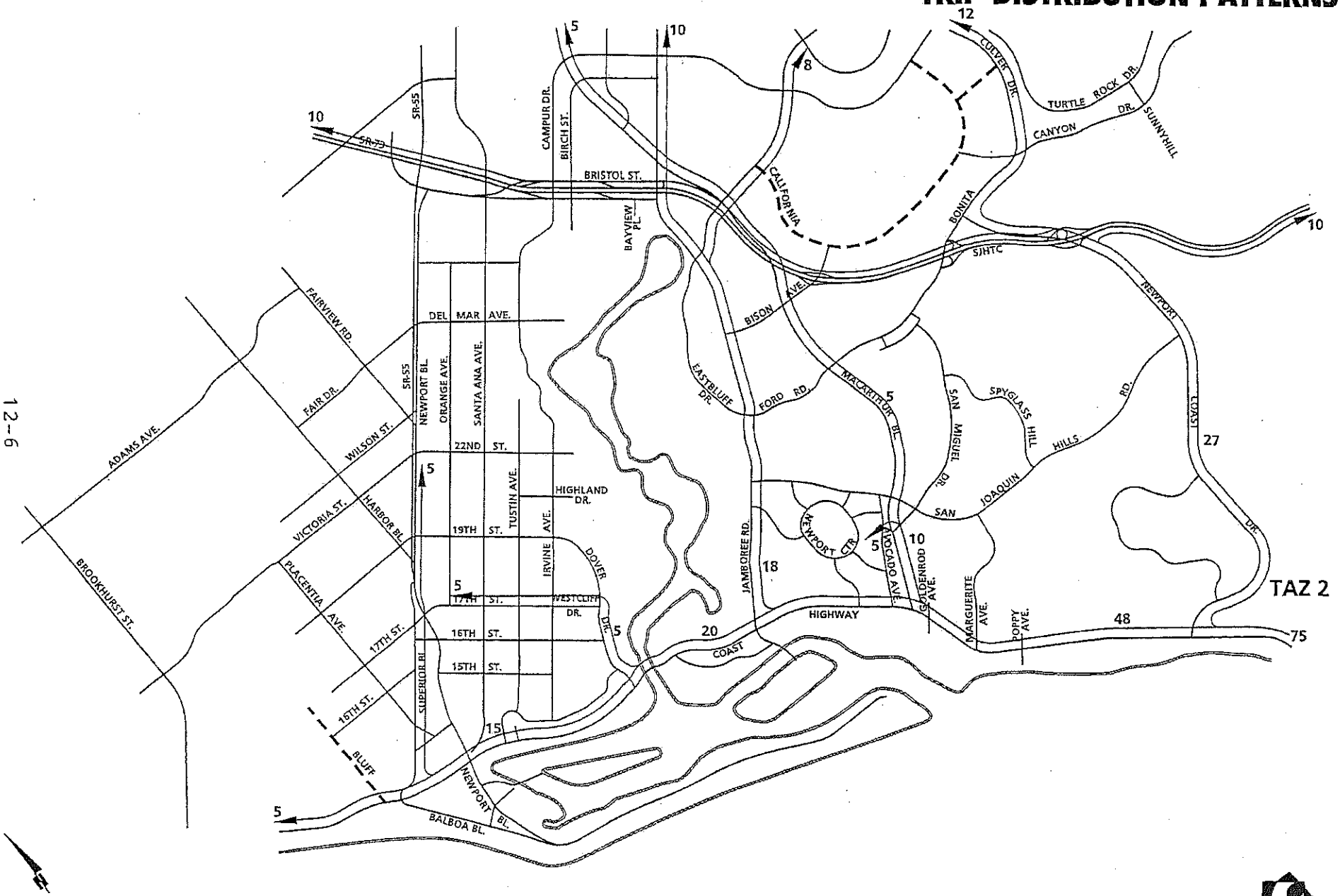


SOURCE: NEWPORT COAST PHASES IV-3 & IV-4
TRAFFIC ANALYSIS PREPARED BY
AUSTIN-FOUST ASSOCIATES, INC.

URBAN CROSSROADS

EXHIBI 12-B

NEWPORT COAST TRAFFIC ANALYSIS ZONE 2
TRIP DISTRIBUTION PATTERNS

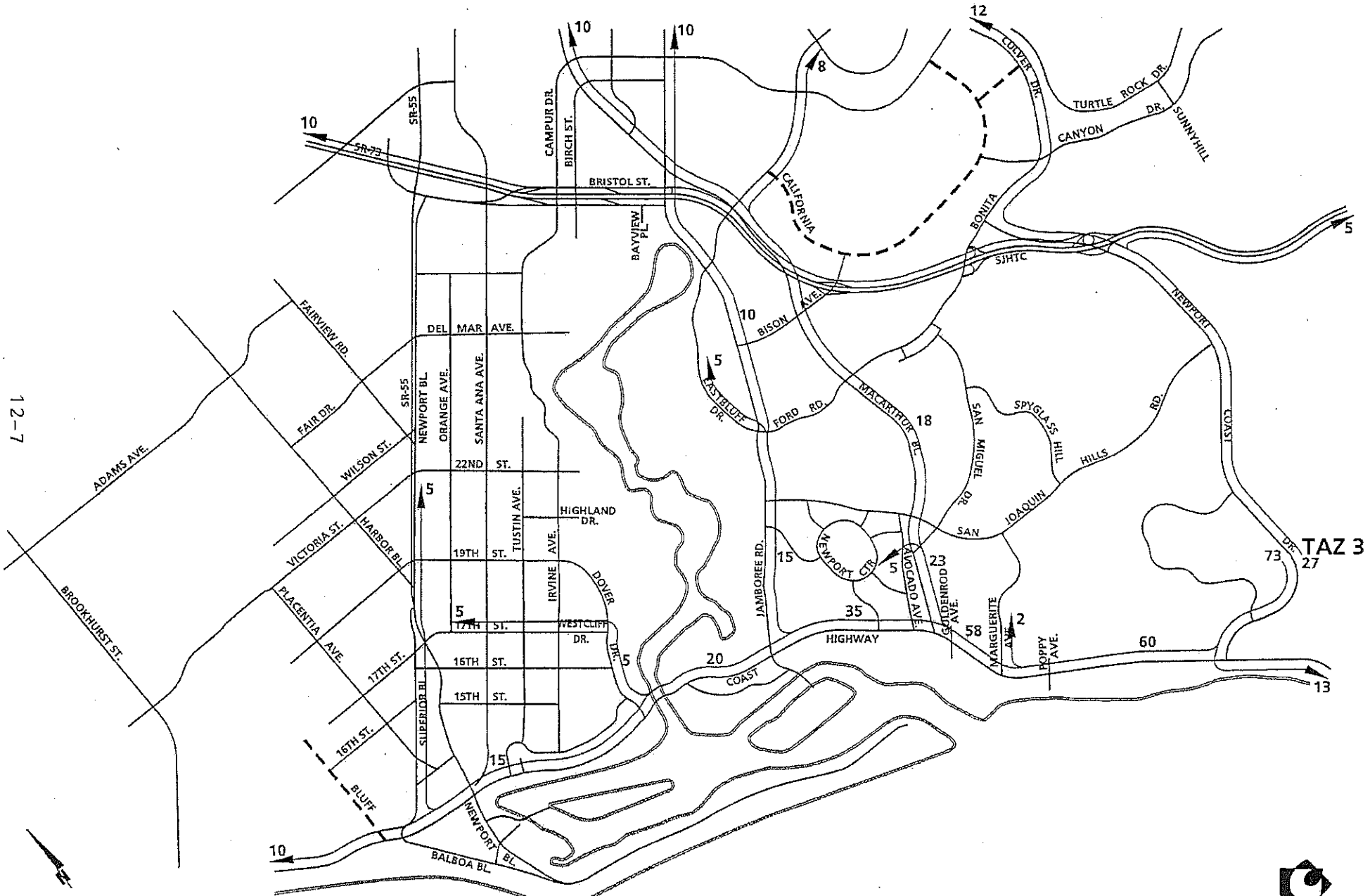


NEWPORT BEACH CUMULATIVE TRAFFIC ANALYSIS, Newport Beach, California - 00636:17

URBAN CROSSROADS

EXHIBIT 12-7

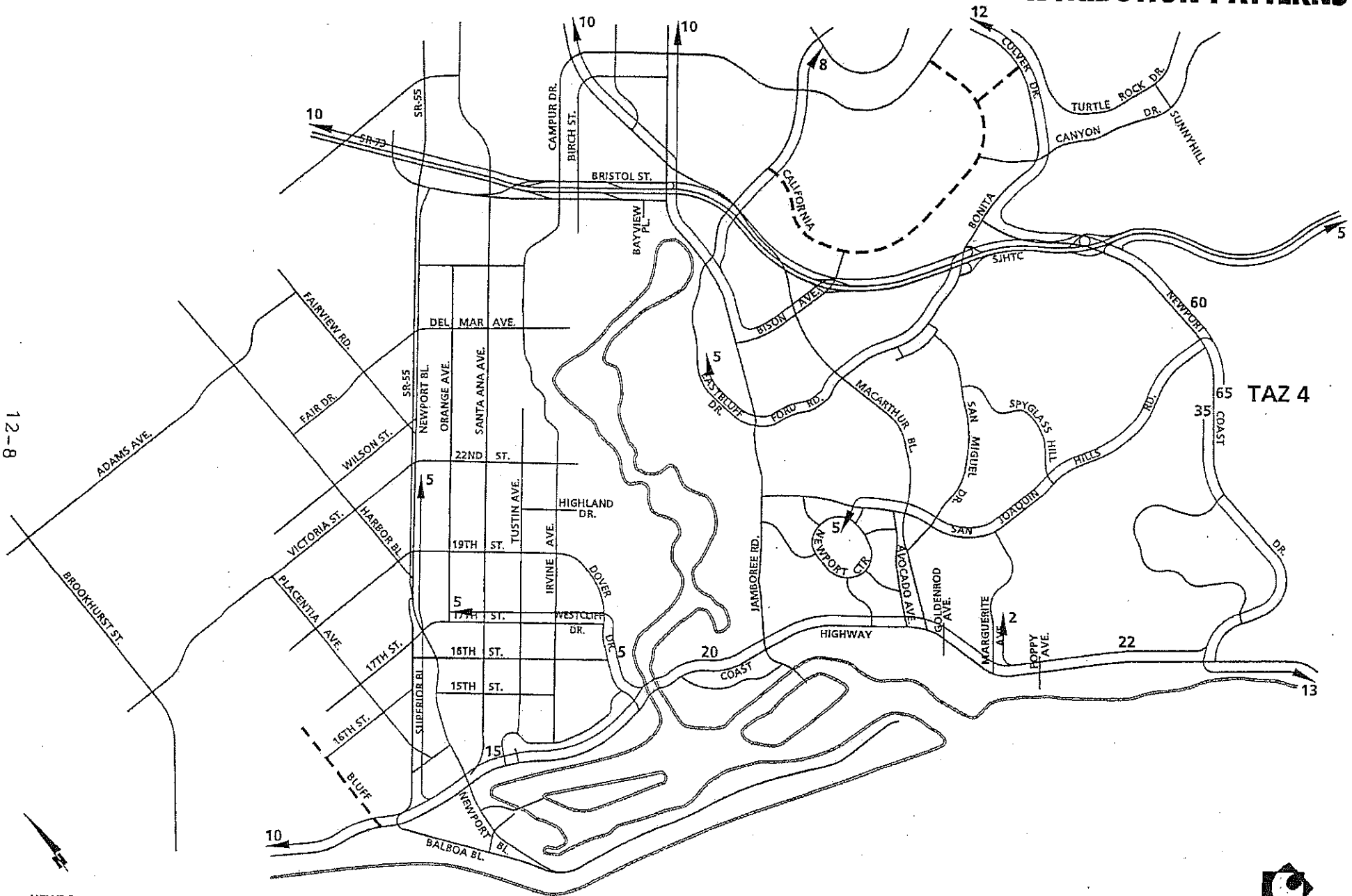
NEWPORT COAST TRAFFIC ANALYSIS ZONE 3
TRIP DISTRIBUTION PATTERNS



URBAN CROSSROADS

EXHIBIT 12-C

NEWPORT COAST TRAFFIC ANALYSIS ZONE 4
TRIP DISTRIBUTION PATTERNS



12-8

NEWPORT BEACH CUMULATIVE TRAFFIC ANALYSIS, Newport Beach, California - 00636:12

URBAN CROSSROADS

city of Irvine

Approved Projects in the Vicinity of Uptown Newport Project Site

- 2567 Main, Metlife, 481 DU residential (demolishing existing 48,712 SF office and 86,000 SF industrial)
- 2552 Kelvin, Essex, 132 DU residential
- 2801 Alton Parkway, 178 DU residential
- 3000 Scholarship, the Plaza III & IV, 105 DU residential
- 17421 Murphy, Granite Court, 71 DU residential (demolishing existing 4,229 SF office and
- 2300 Dupont, the Lofts, 116 DU residential
- 2801 Kelvin Avenue, 248 DU residential
- 2201 Martin, Carlyle, 156 DU residential
- 2701 Alton, Avalon I, 280 DU residential (demolishing existing 42,187 SF office and 6,132 SF industrial)
- Northwest corner of Jamboree and Michelson, Central Park, 1,380 DU residential, 90,000 SF office and 19,700 SF retail (demolishing existing 240,970 SF warehouse and 74,774 SF office)
- 2320 Main, Aloft Extended Stay Hotel, 170 Rooms
- 17352 Von Karman, 32,066 SF of office and 67,698 SF of warehouse
- Park Place, 2,008 DU residential, 308 hotel rooms, 3,697,770 SF of office, 350,000 SF of retail (inclusive of existing 2,649,220 SF office, 127,419 SF retail, and 232 DU residential)
- 18582 Teller and 2722 Michelson, HINES, 785,000 SF of office and 15,500 SF of retail (demolishing existing 25,828 SF office and 153,727 SF industrial)
- 17836 Gillette/17871 Von Karman, Irvine Crossings, 178,500 SF of office (demolishing existing 4,726 SF office and 107,629 SF of warehouse)
- 2851 Alton, 171 DU residential (demolishing existing 12,700 SF office and 66,100 SF industrial)
- 18831 Von Karman/2301 Martin, Martin Street Residential, 82 DU residential
- 17662 Armstrong, Element Hotel, 122-room extended stay hotel
- Parcel 3 Diamond Jamboree, southwest corner of Millikan/Alton, 25,362 sf of office
- 2500 Main/17872 Cartwright, Metropolis, 457 DU residential (demolishing existing 23,957 SF office and 90,053 SF industrial)

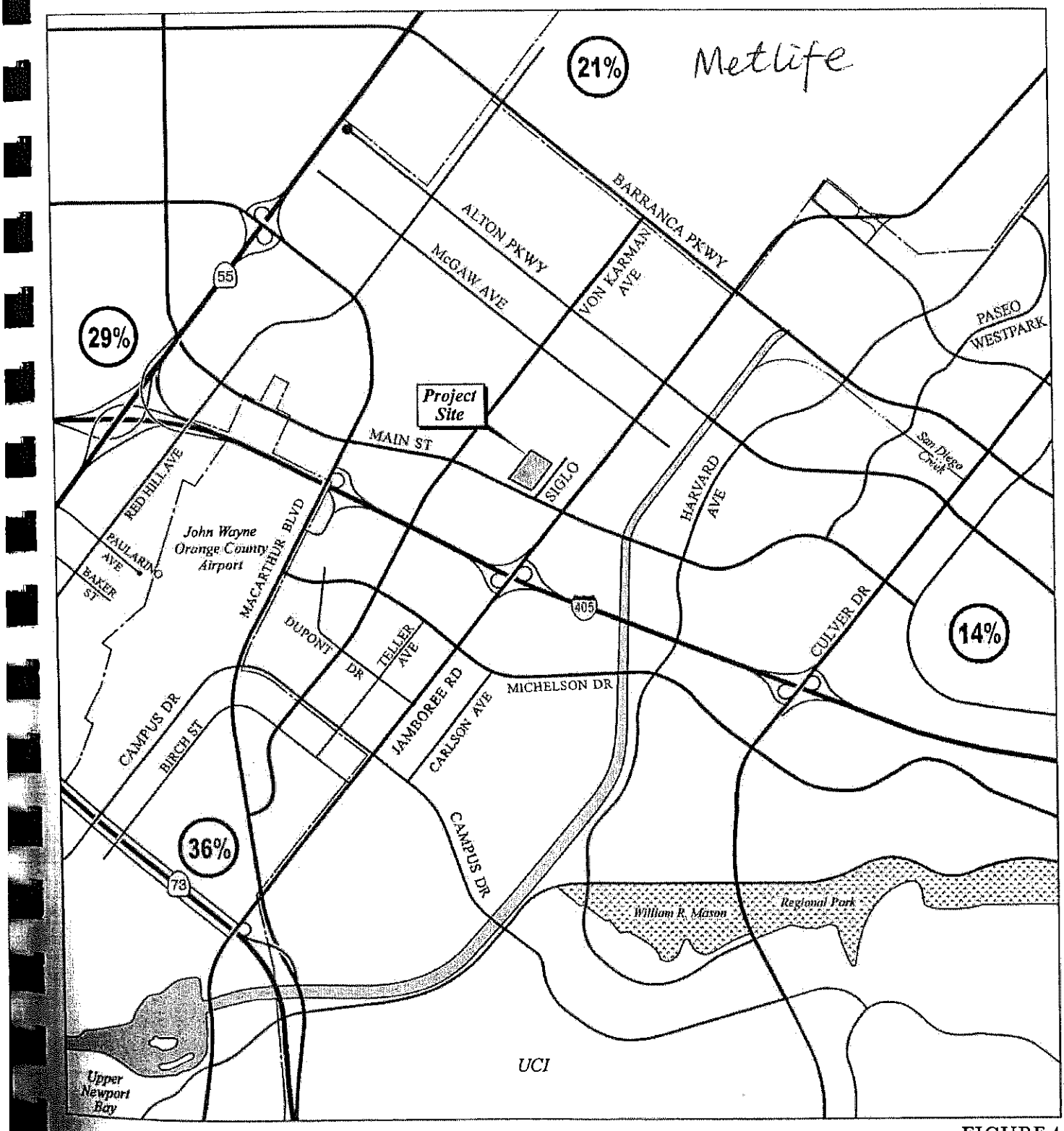
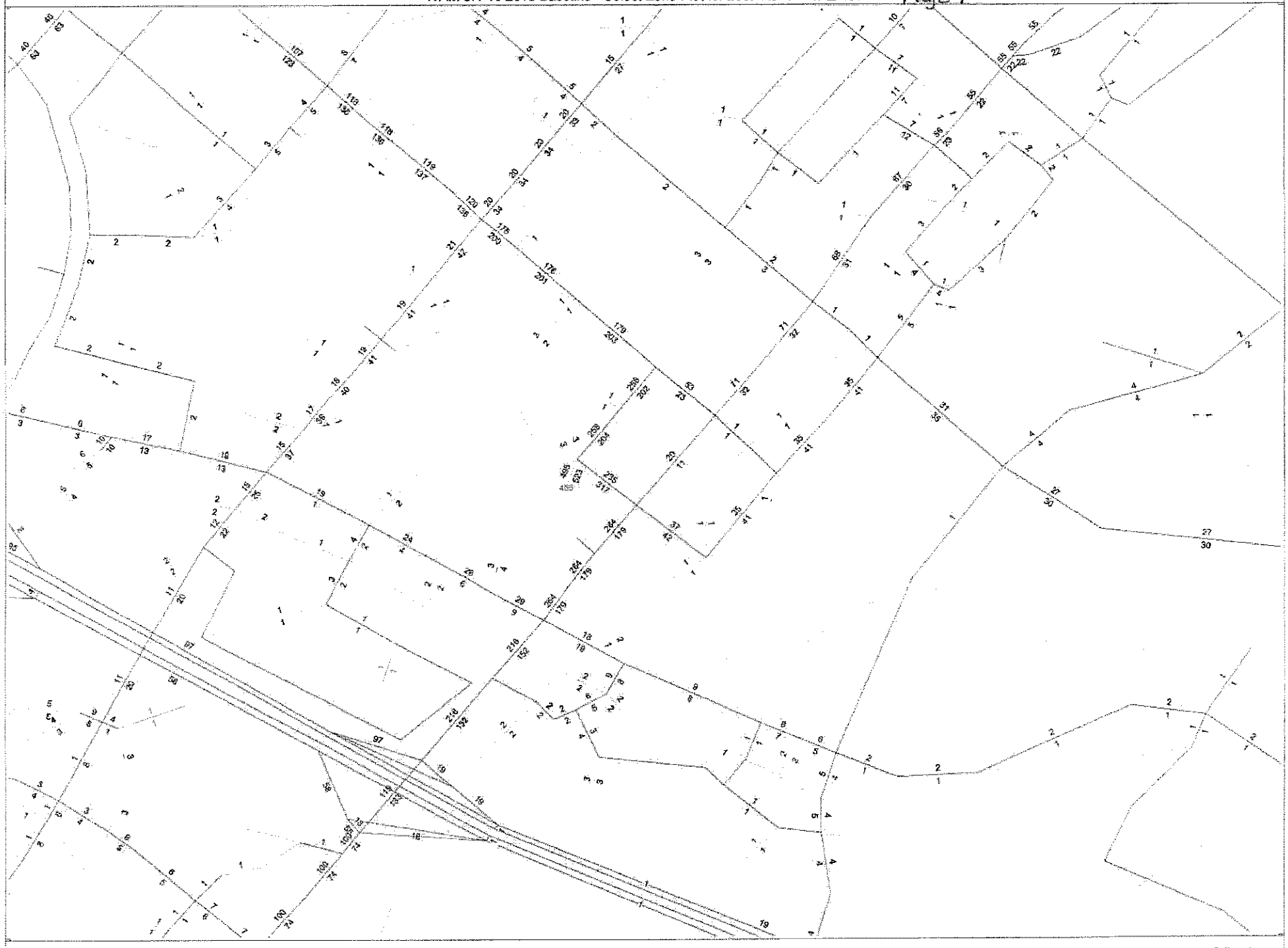
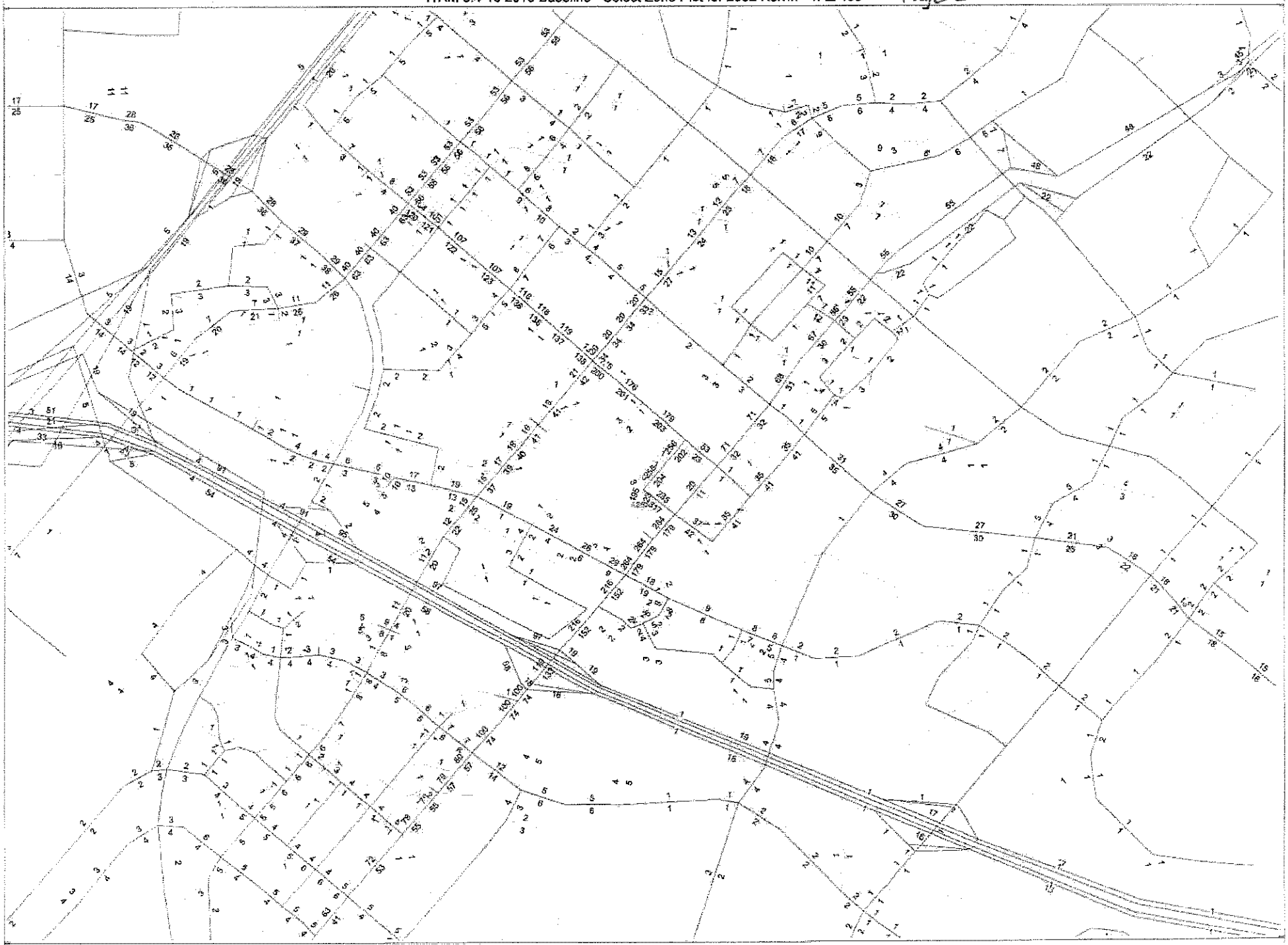


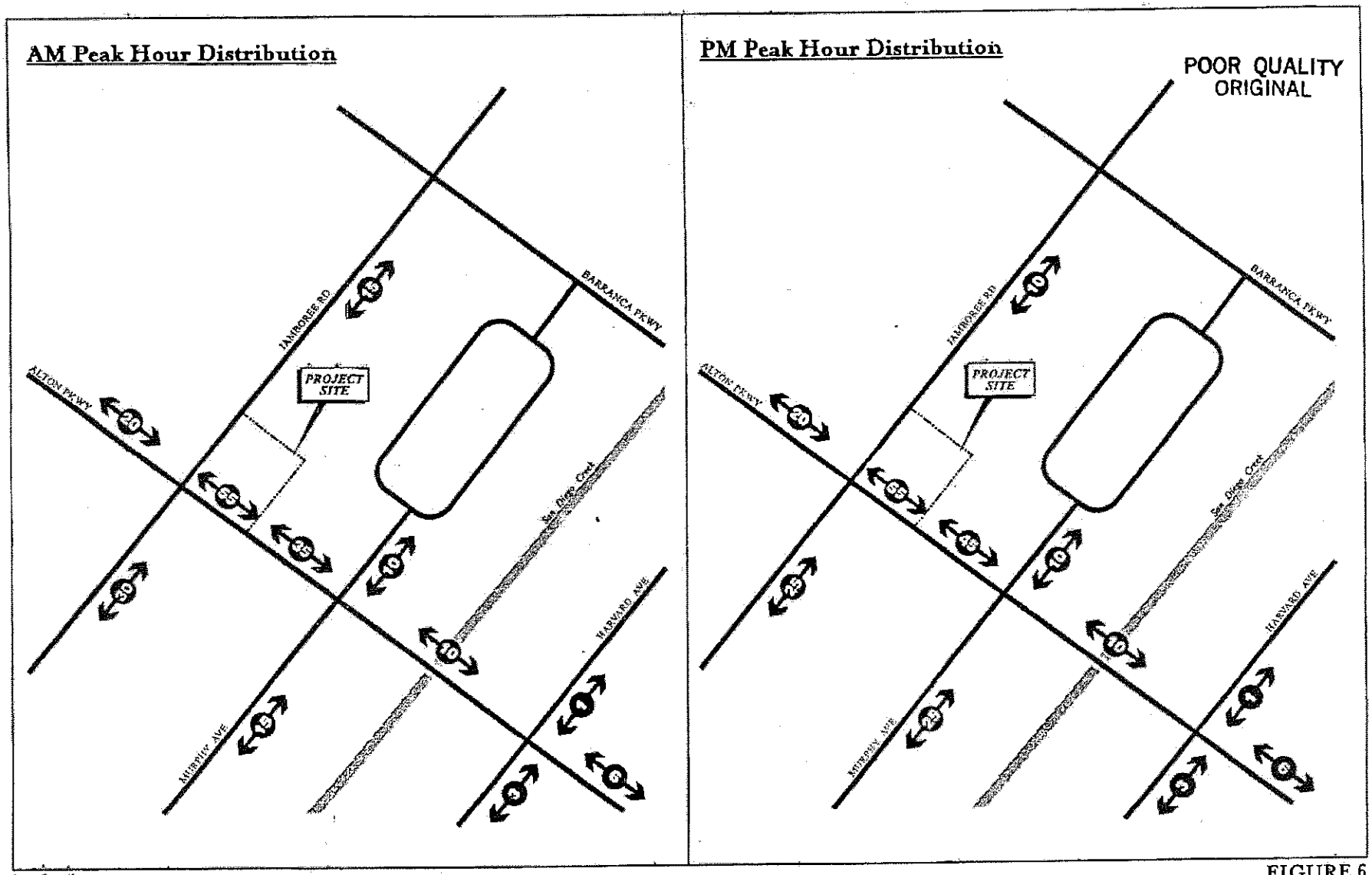
FIGURE 4

(14%) Project Trip Distribution Percentage

2567 Main Street (Metlife/Lincoln)
Project Trip Distribution







2801 Alton

FIGURE 6

LSA

2801 Alton Parkway
Project Trip Distribution

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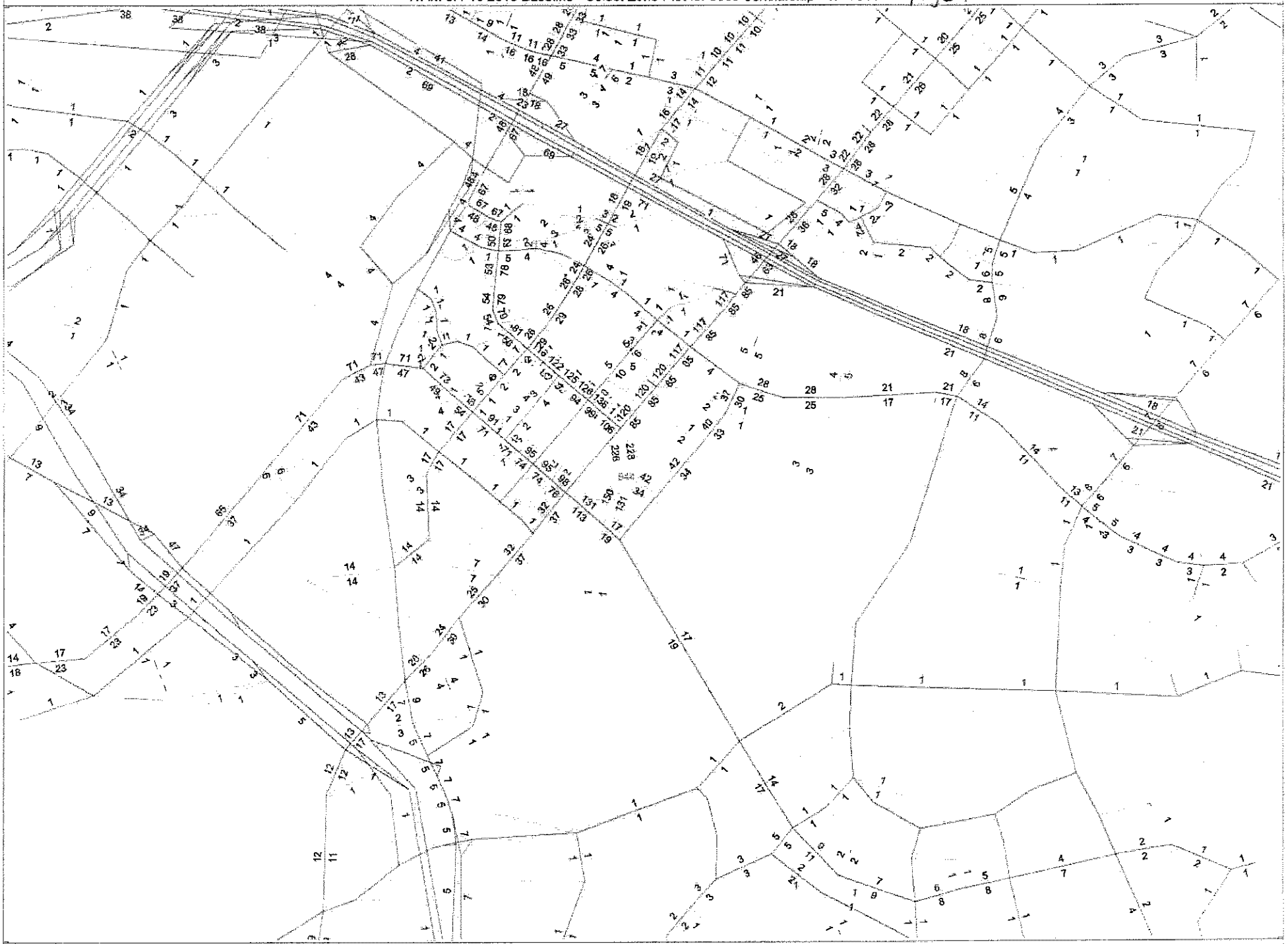
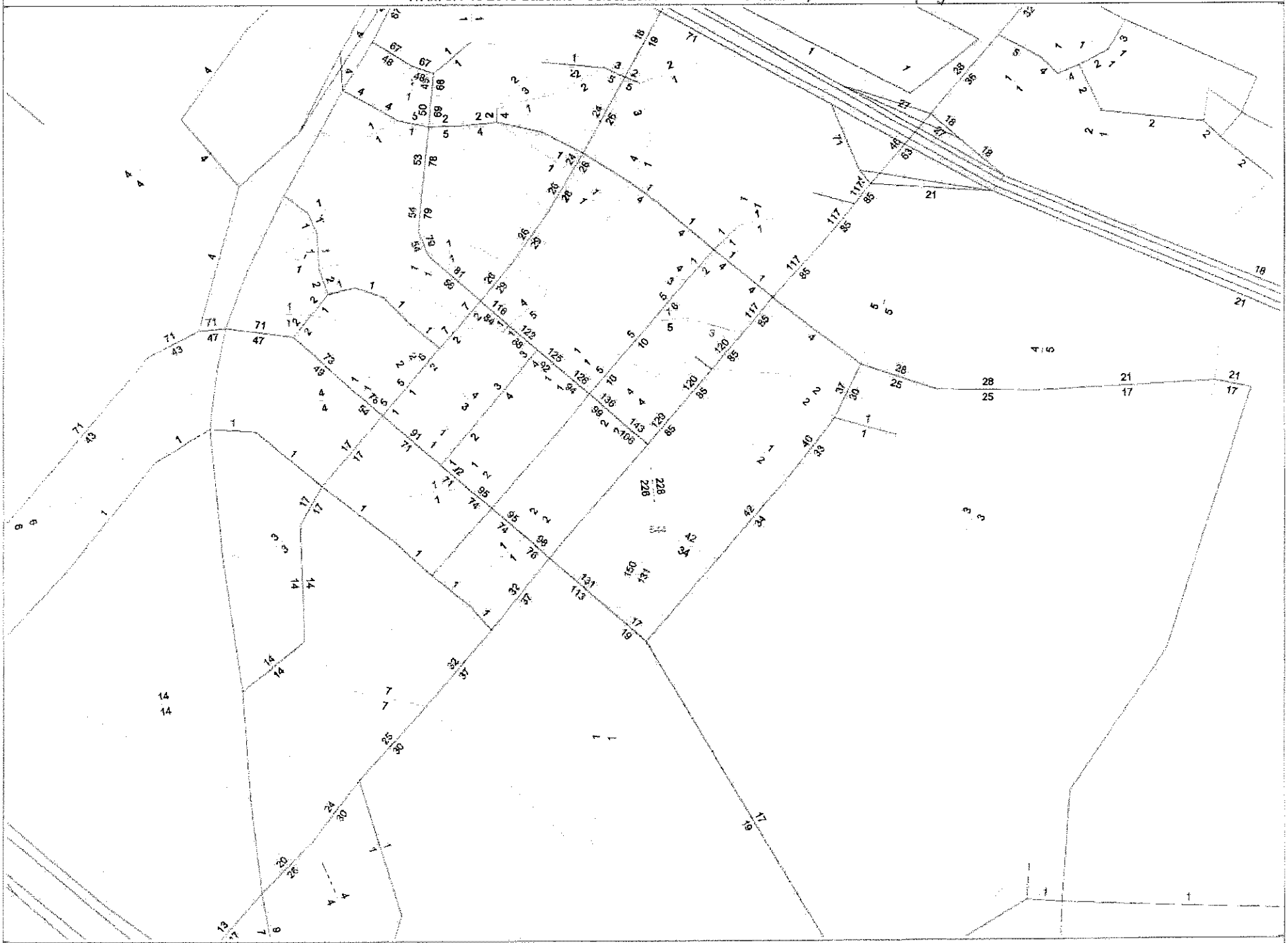
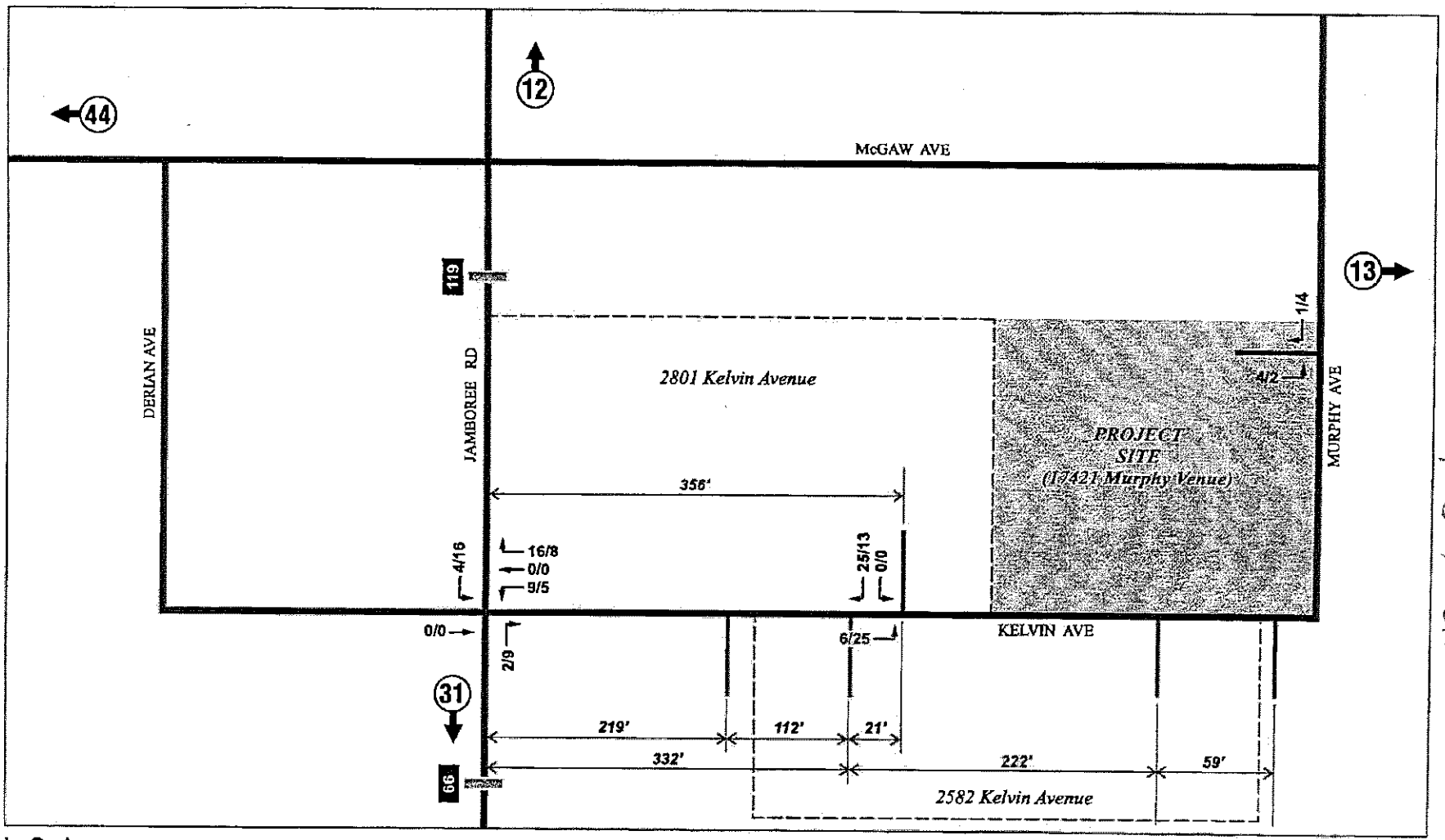






LSA

LEGEND:

XX/YY - AM/PM Peak Hour Traffic Volumes

XX/YY - Daily Traffic Volumes

zzz' - Distance in Feet

5 - Project Trip Distribution Percentage

SCHEMATIC - NOT TO SCALE

I:\JHC530\G\Trip Dist.cdr (1/13/06)

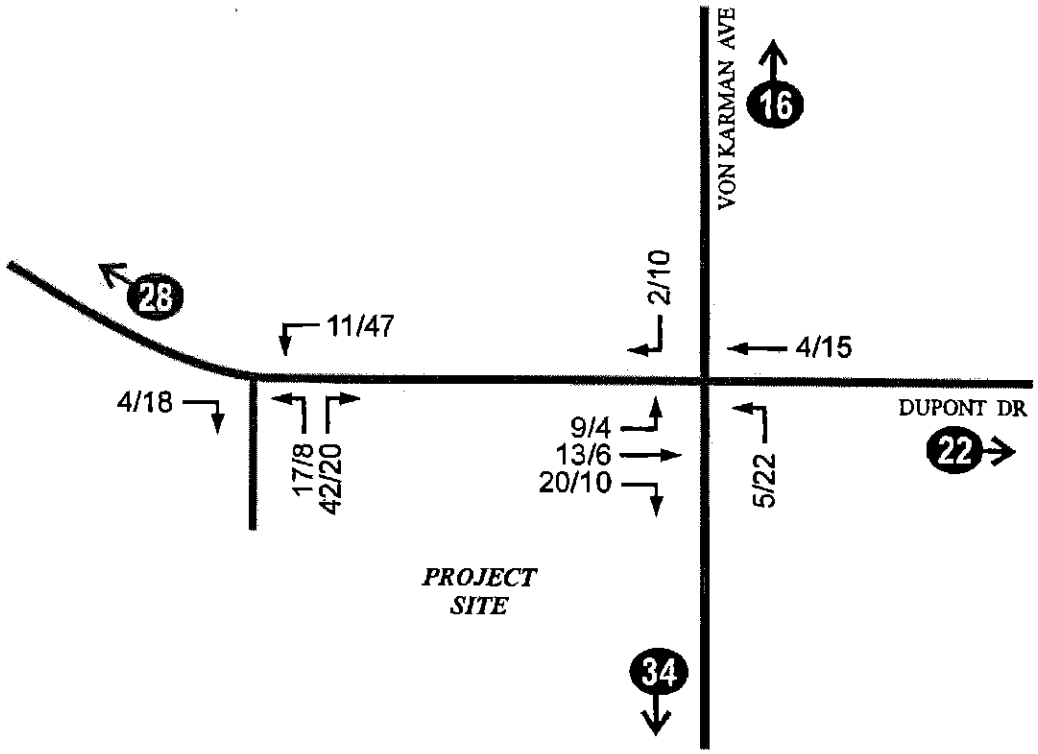
FIGURE 5

Granite Court

Project Trip Distribution and Assignment

17421 Murphy, Granite Court

2300 Dupont
The Lofts



LSA

FIGURE 5

LEGEND:

XX/XX - AM/PM Peak Hour Traffic Volumes

20 - Project Trip Distribution Percentage

N

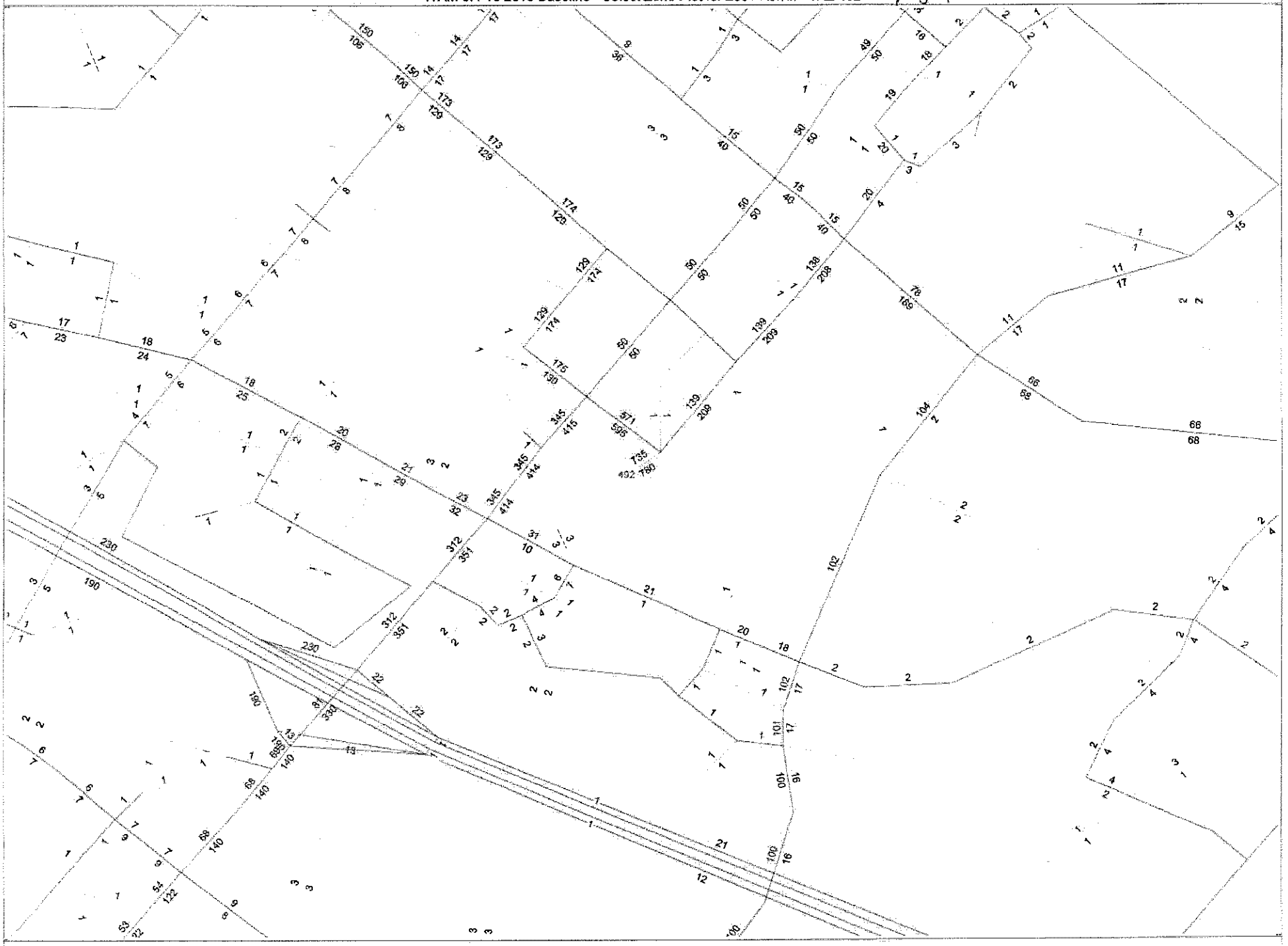
SCHEMATIC - NOT TO SCALE

The Lofts on Von Karman

Project Trip Distribution and Assignment

I:\PVP230\Trip Dist.cdr (6/5/03)

ITAM 8.4-10 2015 Baseline - Select Zone Plot for 2801 Kelvin - TAZ 492 page 1



cube

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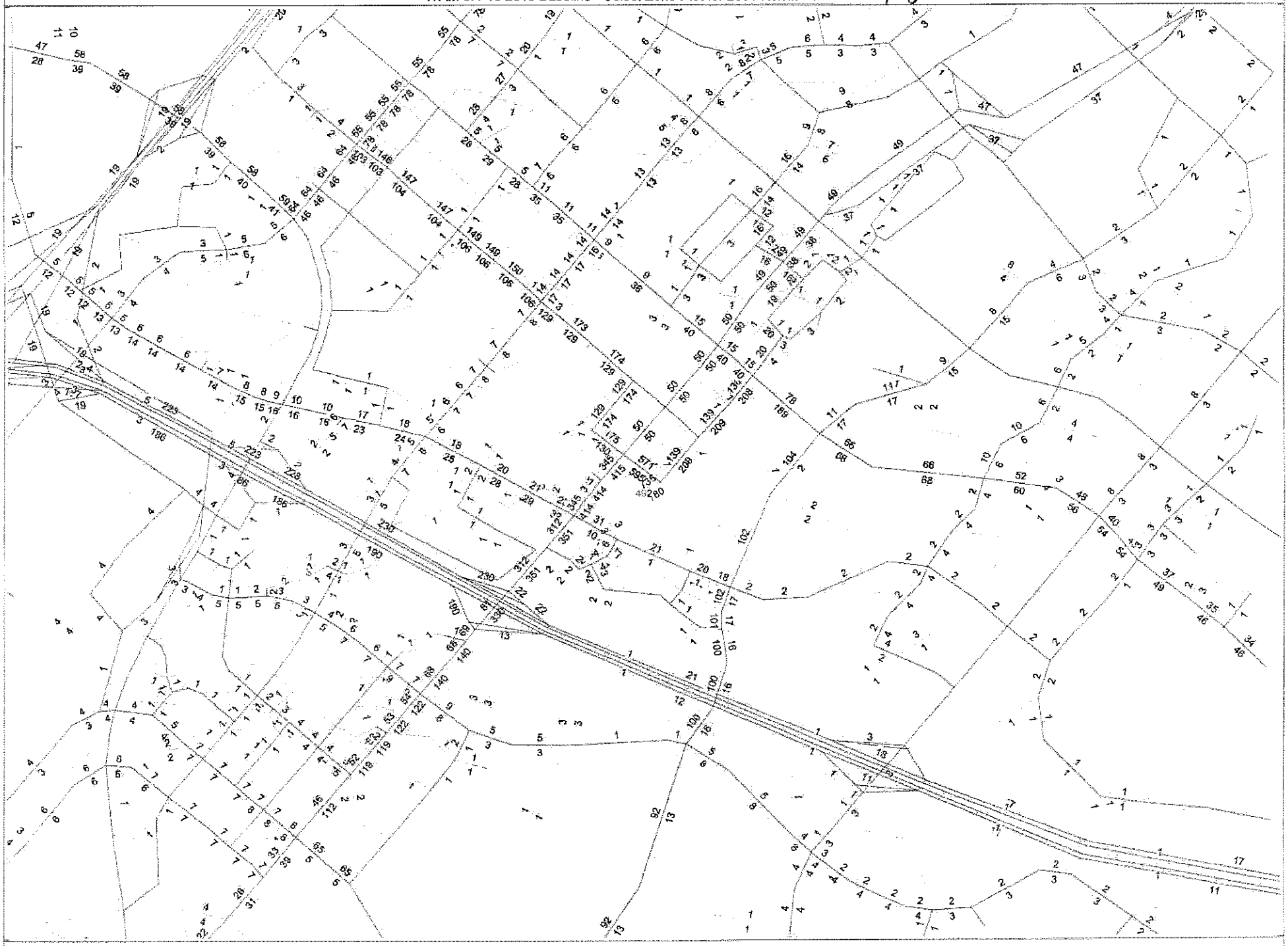
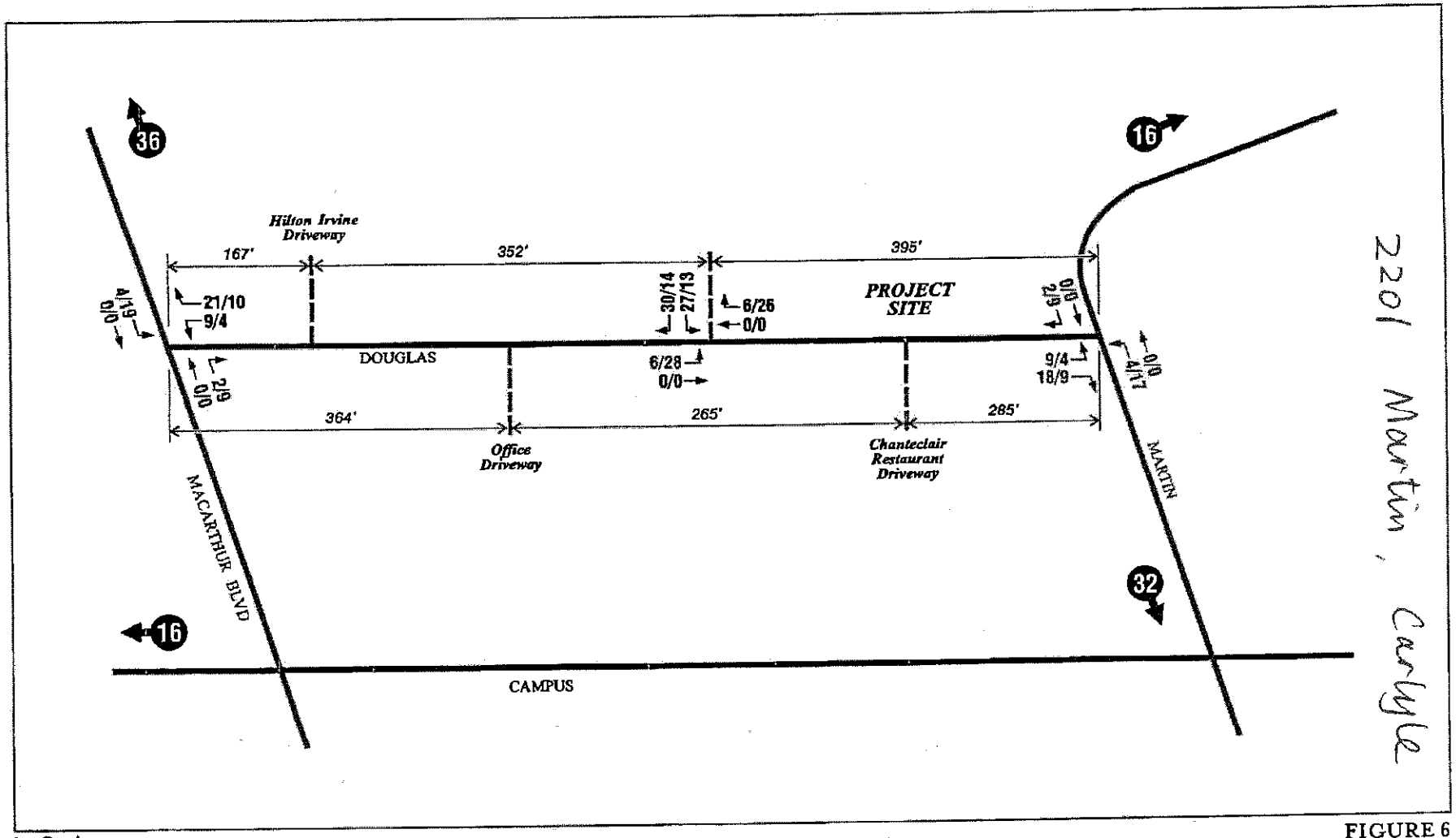




2201 Martin, Carlyle

FIGURE 6

LSA

LEGEND

XX/YY - AM/PM Peak Hour Volumes

10 - Project Trip Distribution Percentage

ZZZ' - Distance in Feet

N

SCHEMATIC - NOT TO SCALE

Carlyle Irvine Residential

Project Trip Distribution and Assignment

I:\KBH431\G\Trip Dist.cdr (3/23/05)

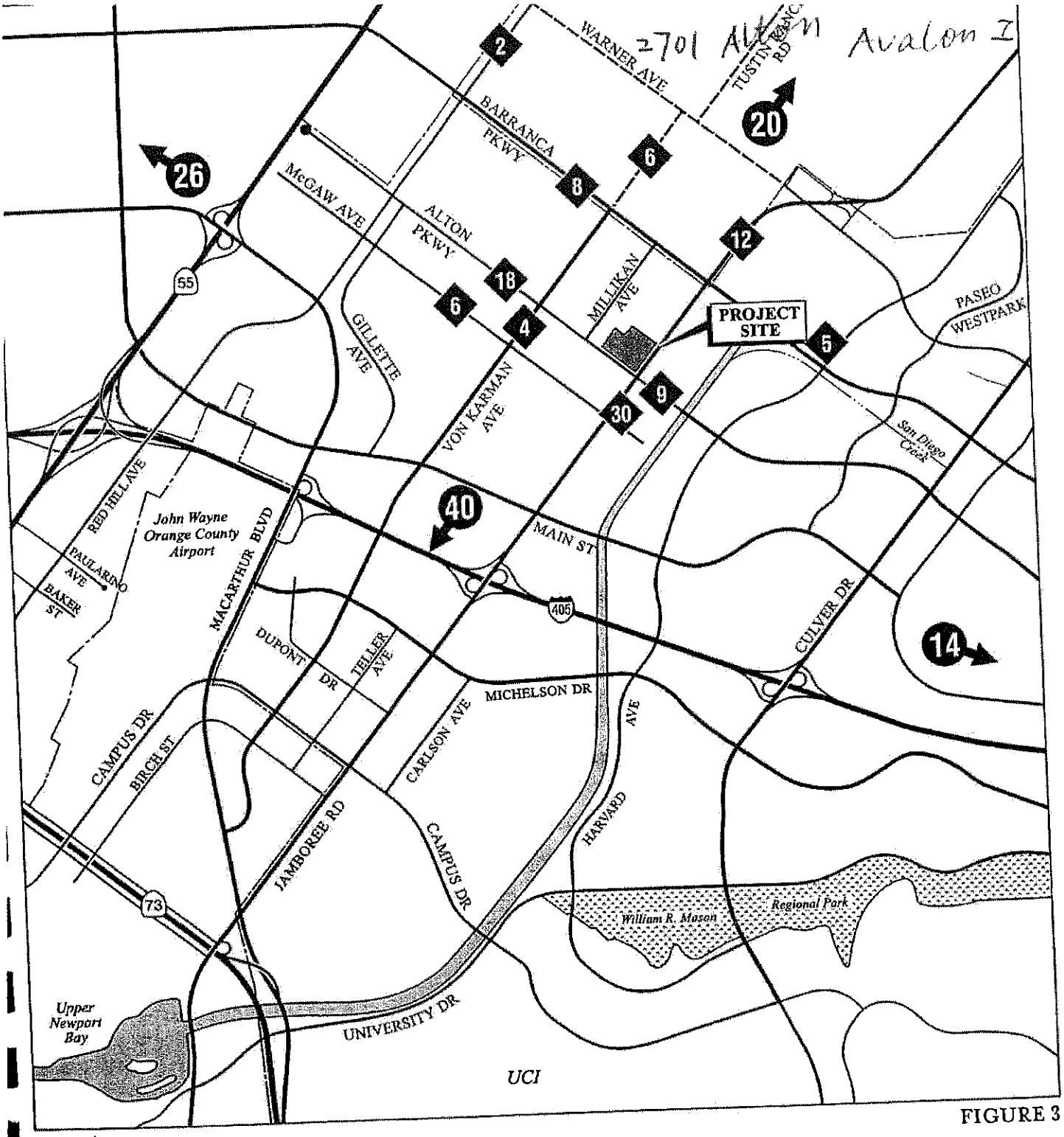


FIGURE 3

LSA

LEGEND

- 10 - Regional Project Trip Distribution Percentage Reflects all Routes in a Particular Direction
- 10 - Project Trip Distribution Percentage for Particular Route

N

0 1500 3000
FEET

Avalon Jamboree Village

Regional Project Trip Distribution

I:\AVL430\G\Regional Proj Trip Dist.cdr (2/17/05)

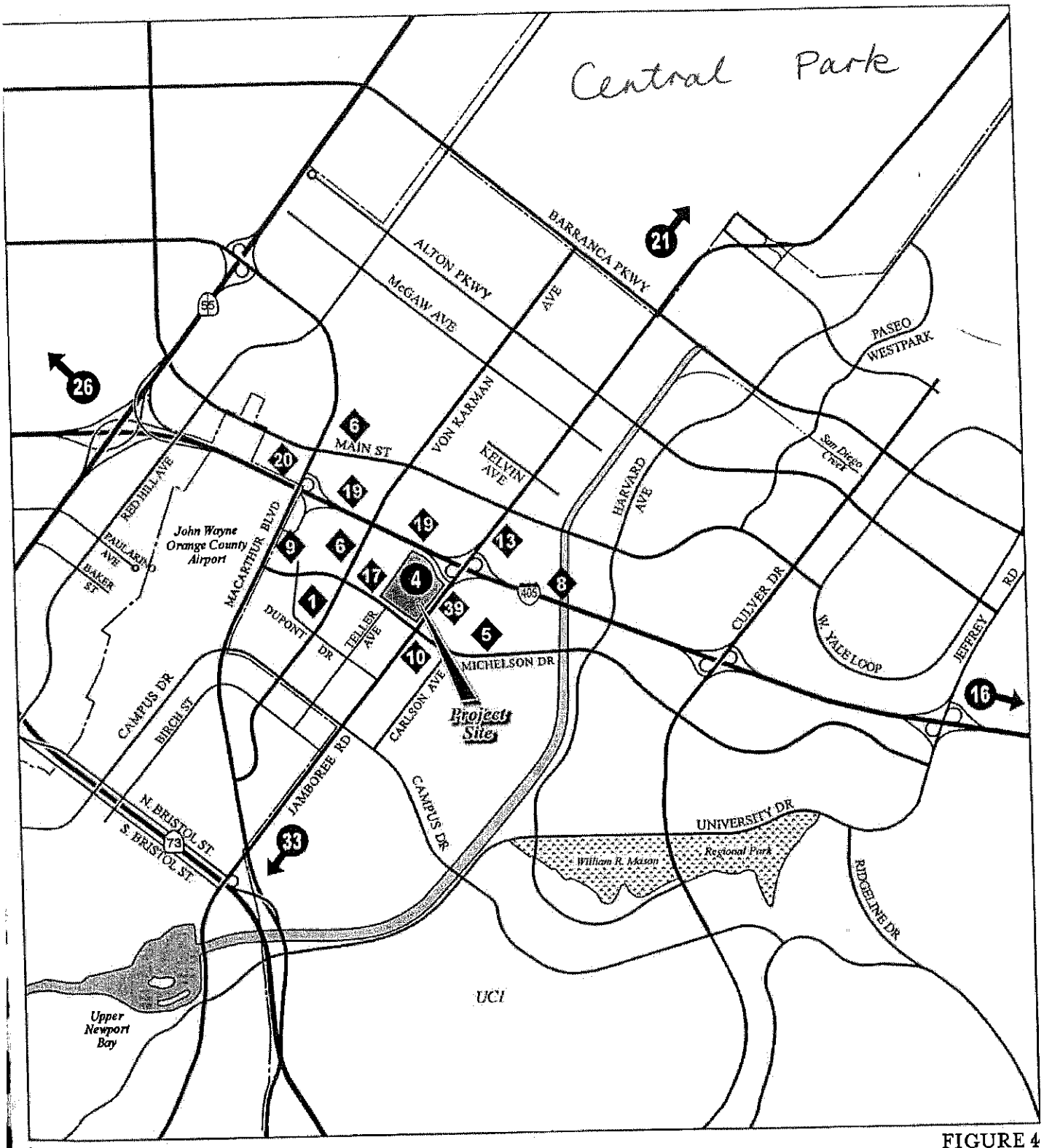


FIGURE 4

LSA

LEGEND

14 Regional Project Trip Distribution Percentage Reflects All Routes in a Particular Direction.

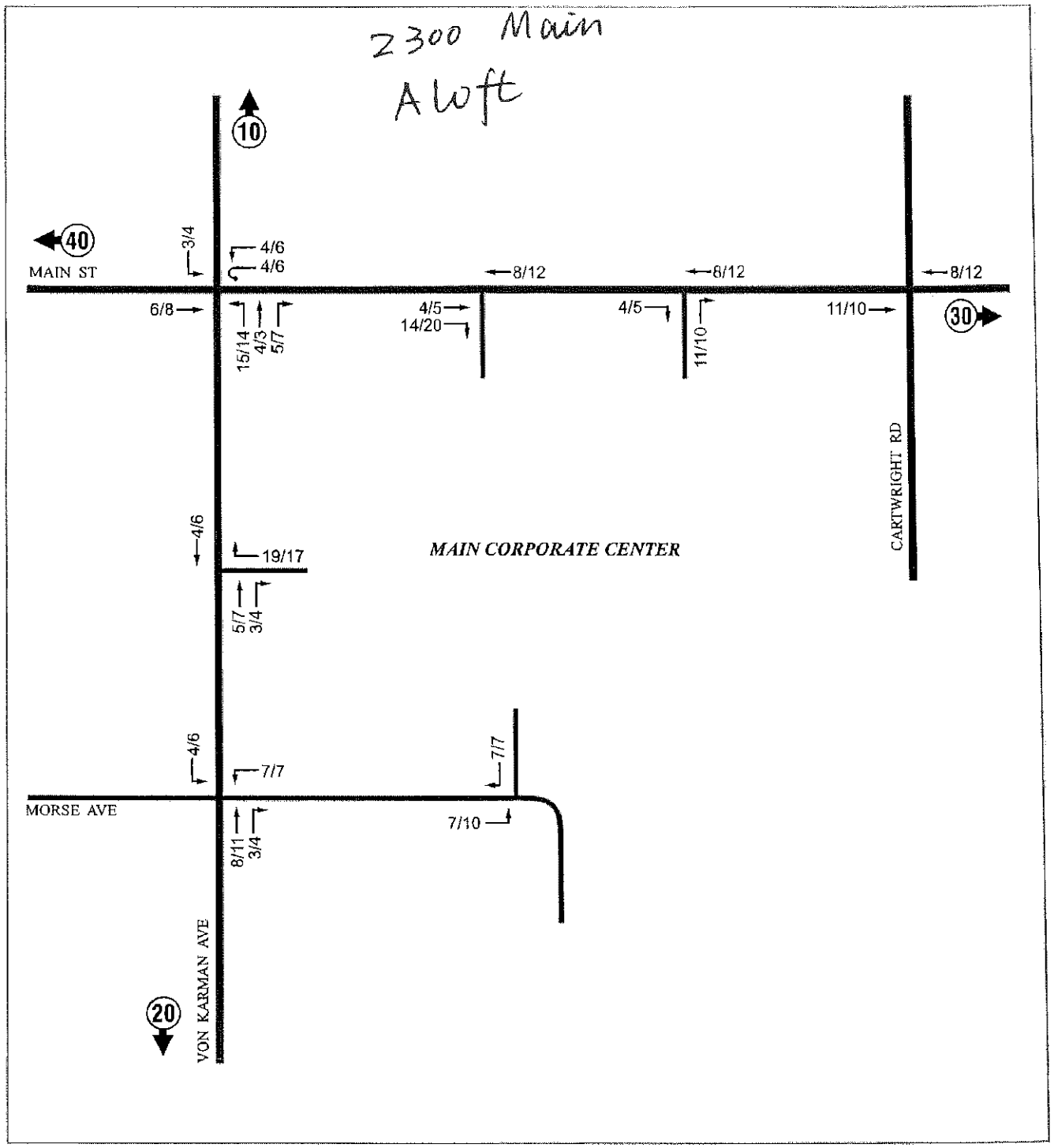
0 Project Trip Distribution Percentage for Particular Route.

Central Park

Project Trip Distribution

SOURCE: ITAM 3.01 SELECT ZONE ASSIGNMENT

E:\Spv131\Trip Dist.cdr (2/12/04)



LSA

FIGURE 5

LEGEND

XX/YY - AM/PM Peak Hour Volumes

(10) - Trip Distribution Percentage

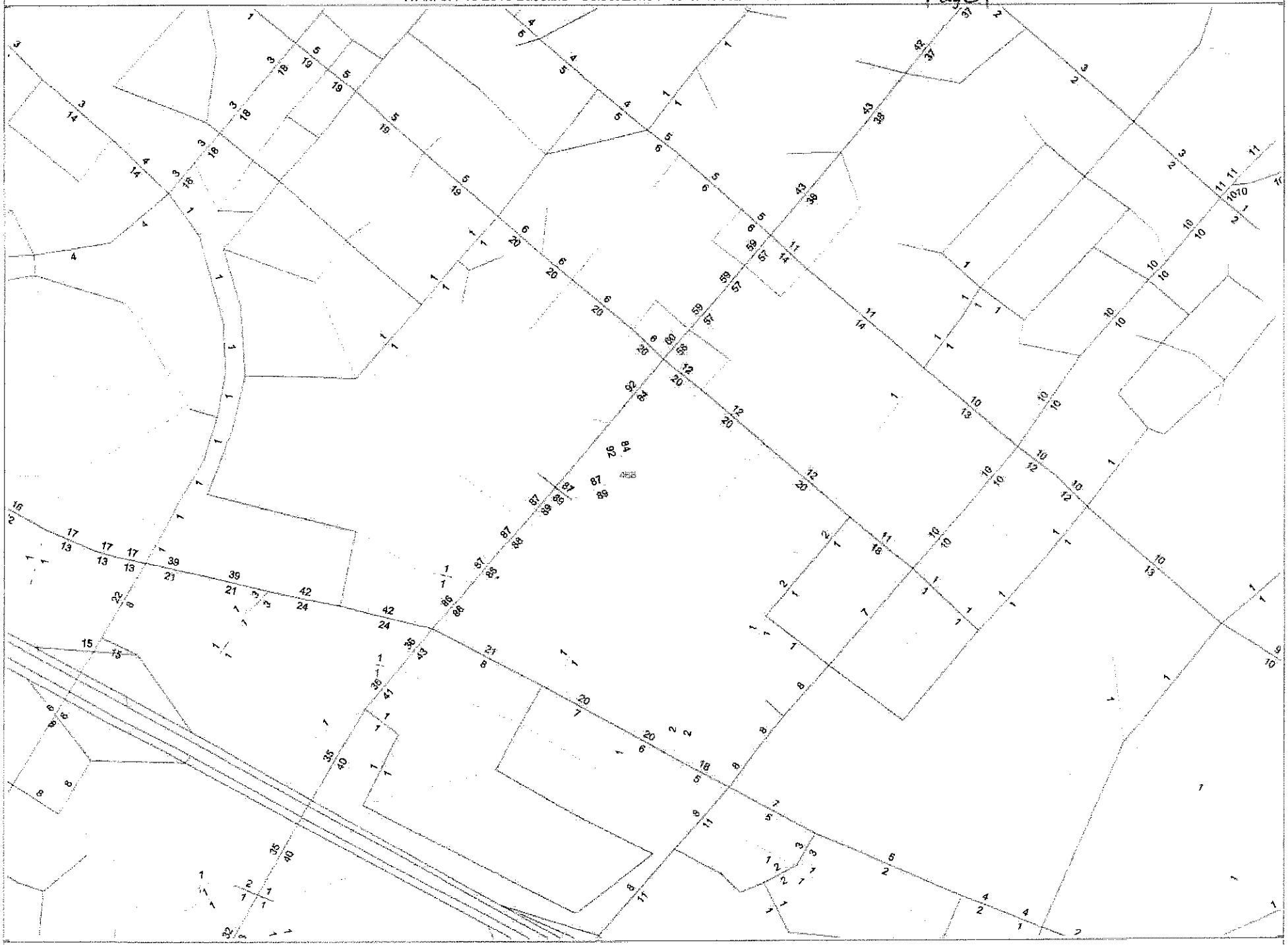
N

SCHEMATIC - NOT TO SCALE

Aloft Hotel

Aloft Hotel Trip Distribution and Assignment

I:\VBB0701\G\Hotel Trip Dist.cdr (7/2/08)



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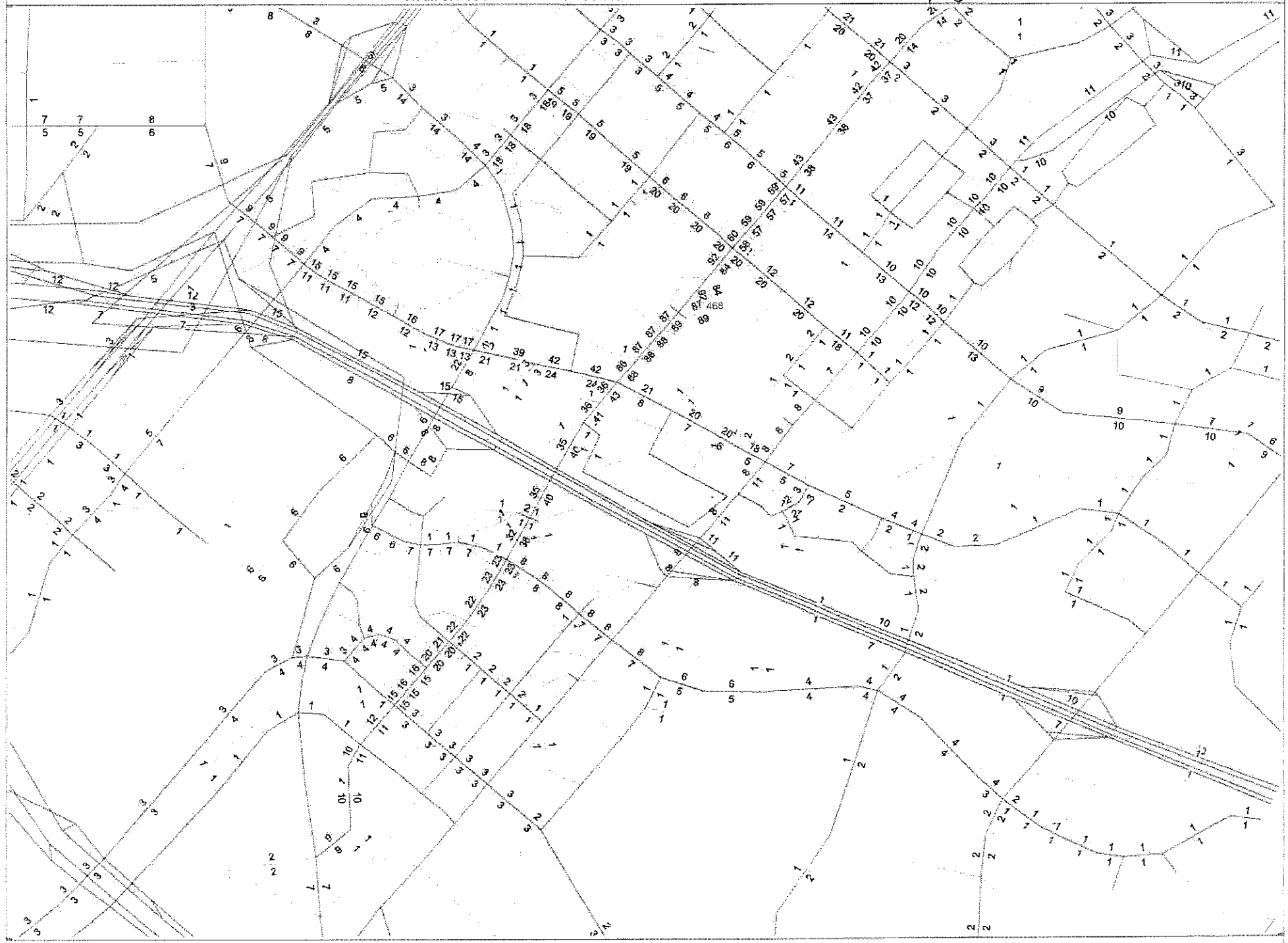

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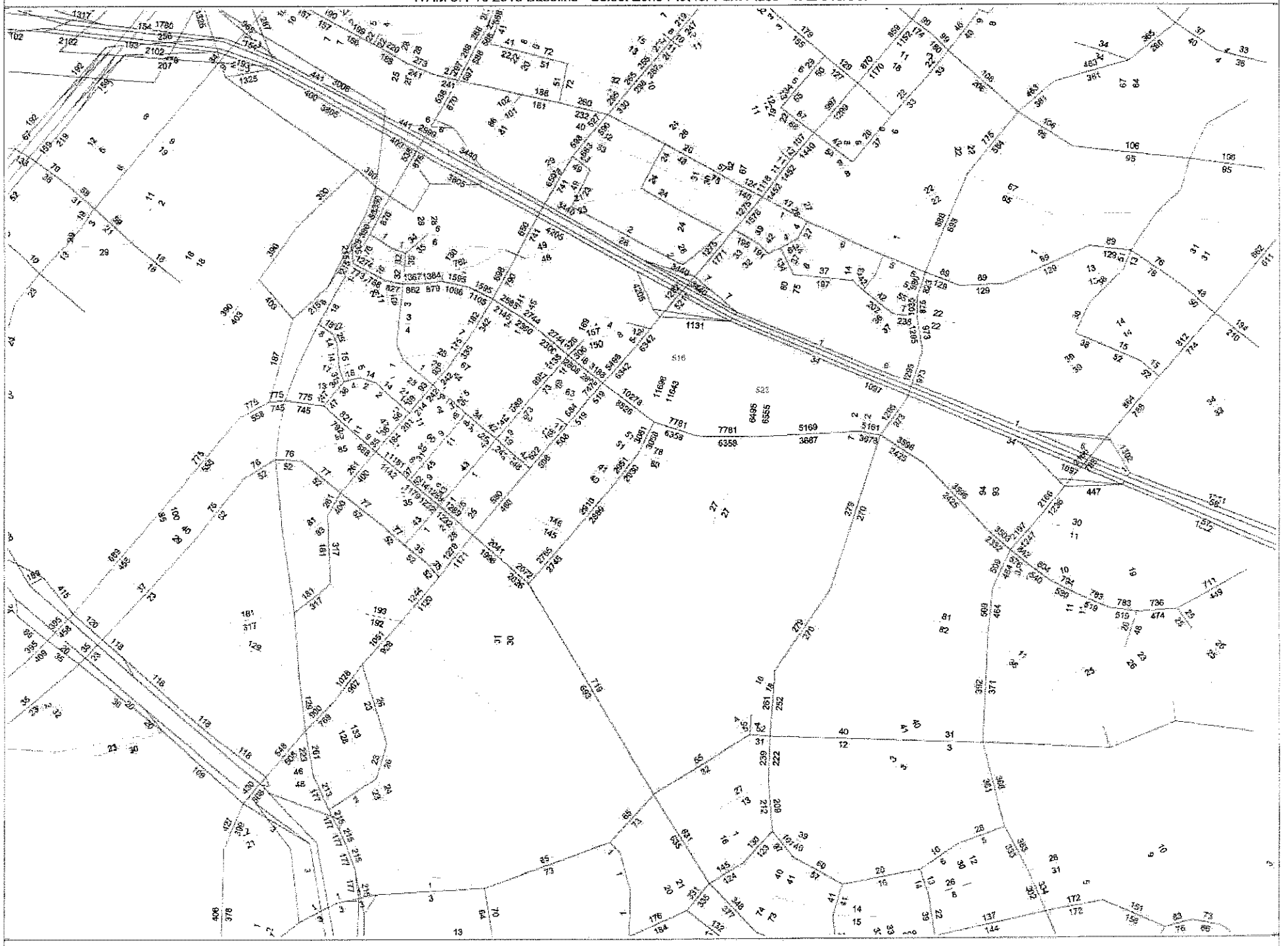
ITAM 8.4-10 2015 Baseline - Select Zone Plot for Park Place - TAZ 516/523



cube

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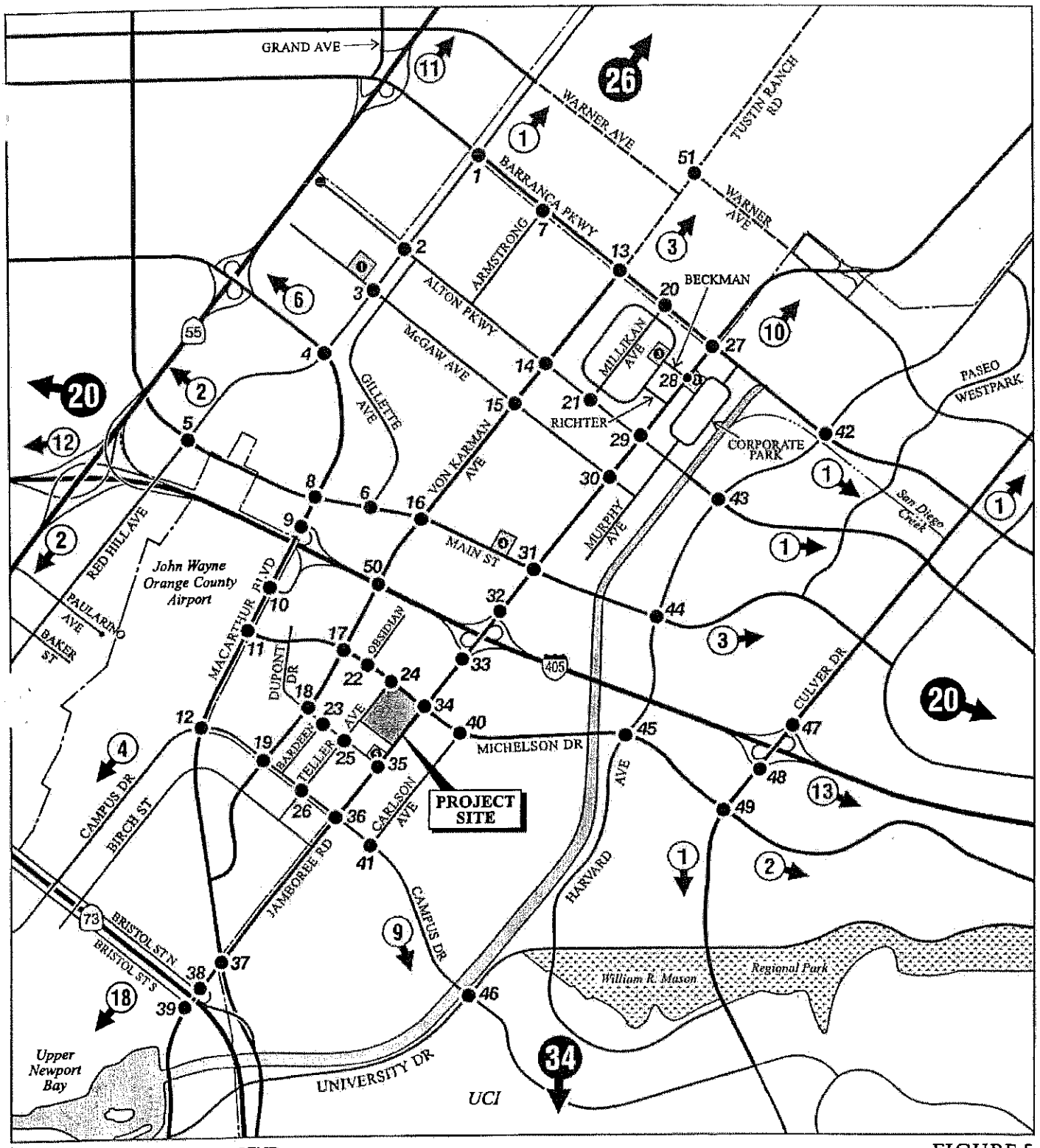
HINES



LSA

LEGEND

- 2 ● - Study Area Intersection
- ◀(10) - Roadway Project Trip Distribution Percentage
- ◀10 - Regional Project Trip Distribution Percentage

0 1500 3000
FEET

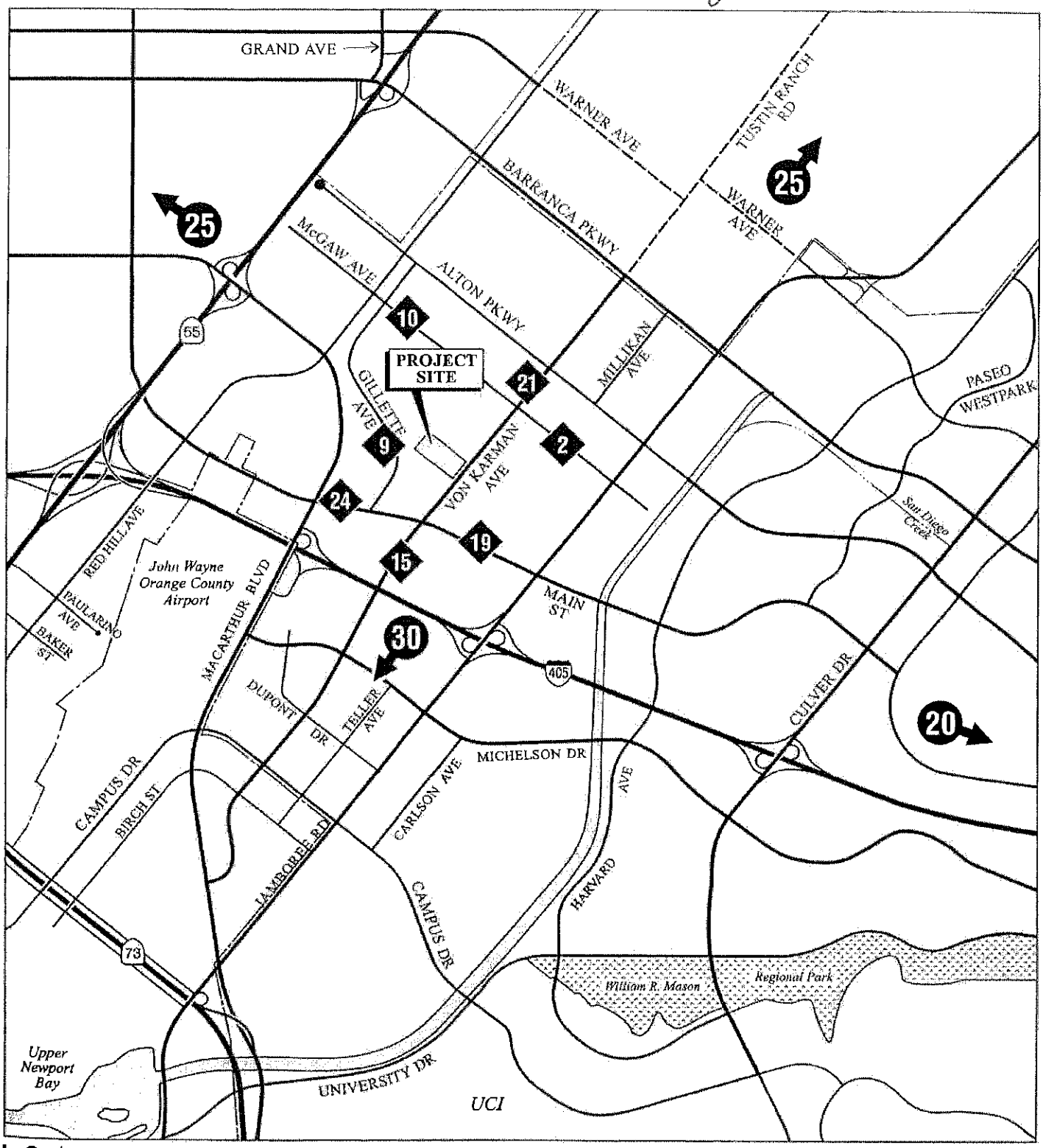
FIGURE 5

18582 Teller and 2722 Michelson

Regional Project Trip Distribution

I:\HND0603\G\Regional Trip Dist.cdr (4/2/08)

Irvine Crossings



LSA

FIGURE 3

LEGEND

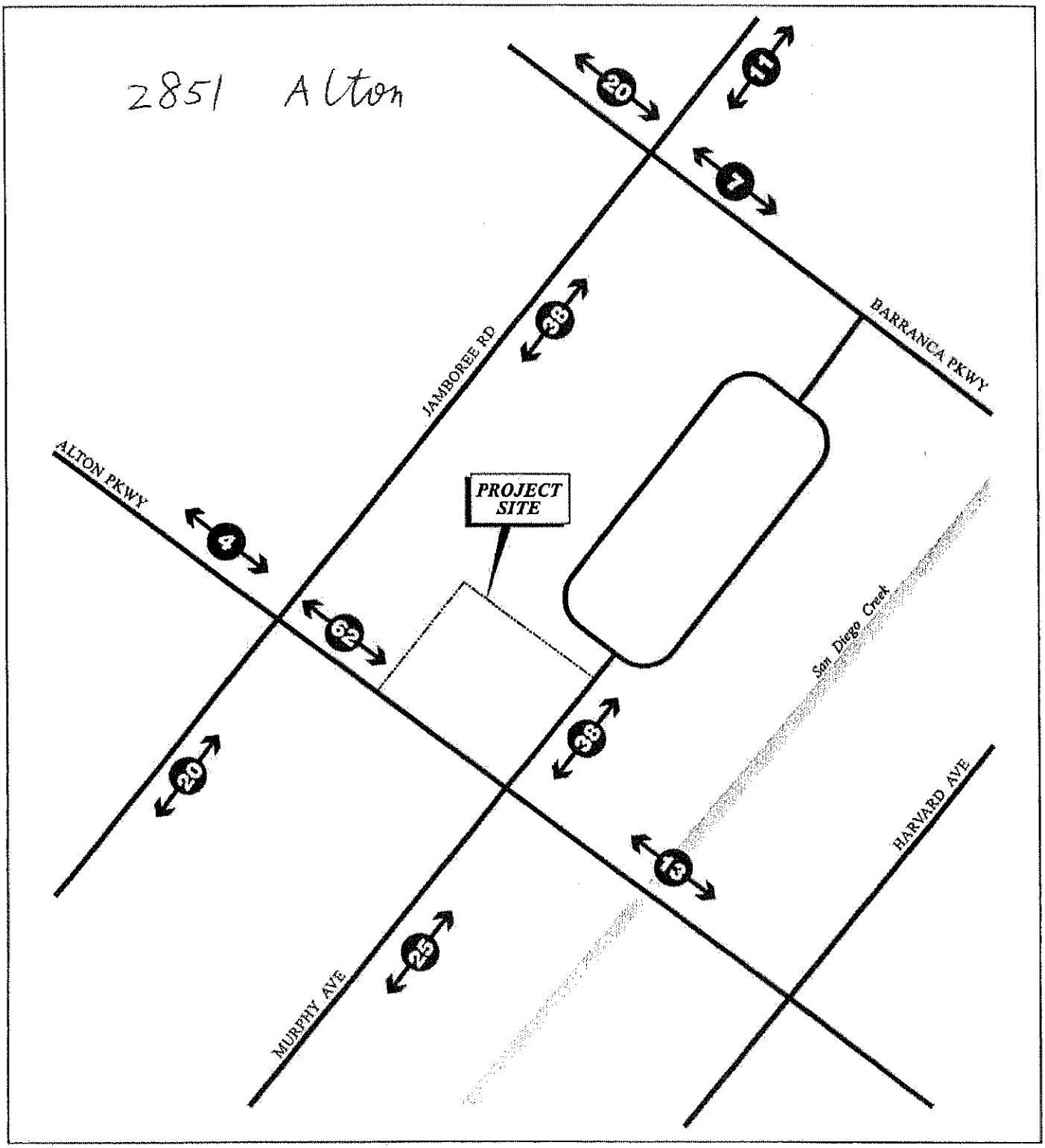
- 10 – Regional Project Trip Distribution Percentage Reflects all Routes in a Particular Direction
- 10 – Project Trip Distribution Percentage for Particular Route

0 1500 3000
FEET

Irvine Crossings

Regional Project Trip Distribution

I:\VCO0701\G\Regional Proj Trip Dist.cdr (11/26/07)



LSA

FIGURE 7

LEGEND

(25) - Percent Project Trip Distribution

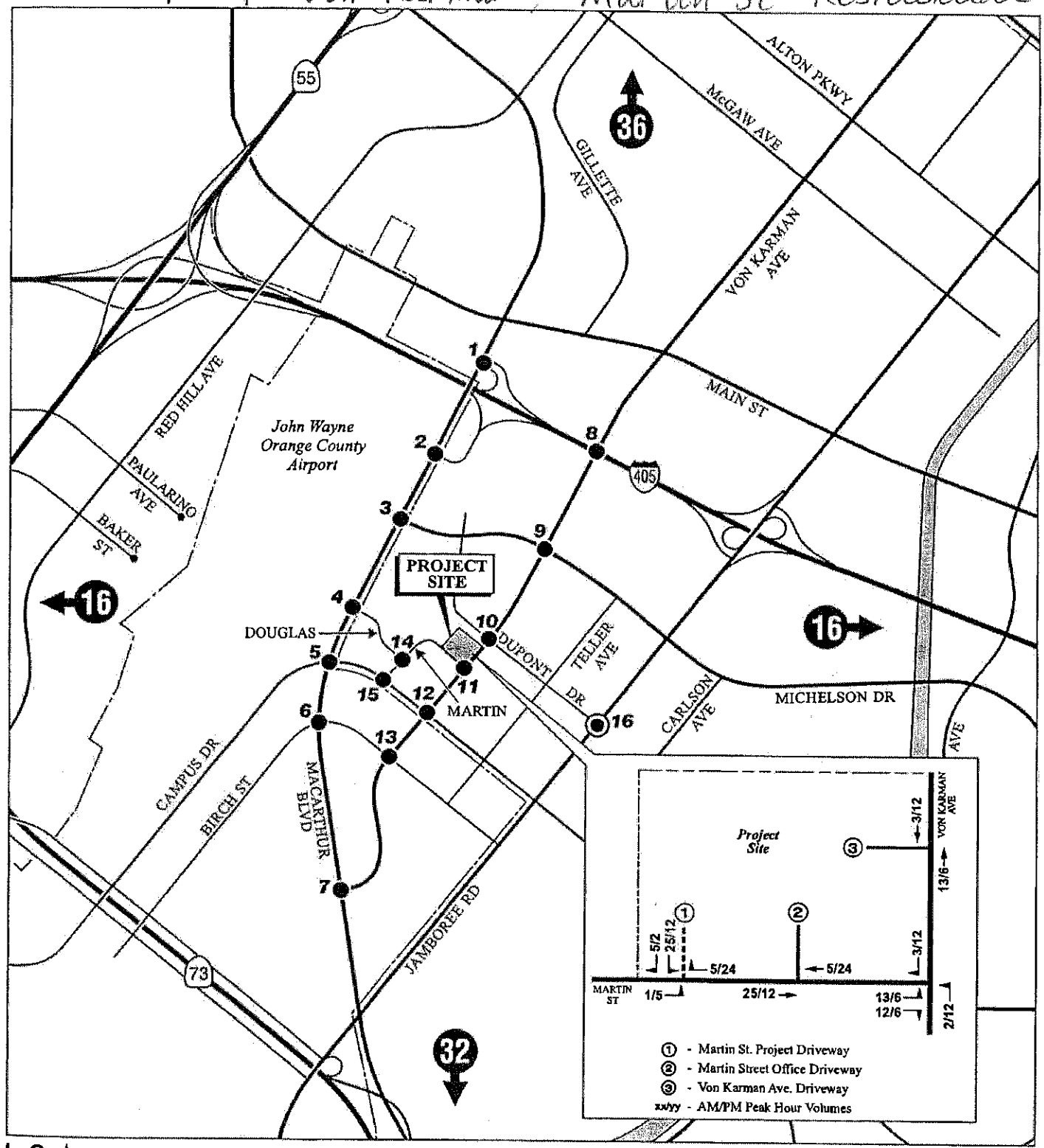
N

NO SCALE

2851 Alton Parkway

Project Trip Distribution

18831 Von Karman, Martin St Residential



LSA

LEGEND

2● - Study Area Intersection

◉ - Campus Center Phasing Plan Intersection

←10 - Regional Project Trip Distribution Percentage

N

NO SCALE

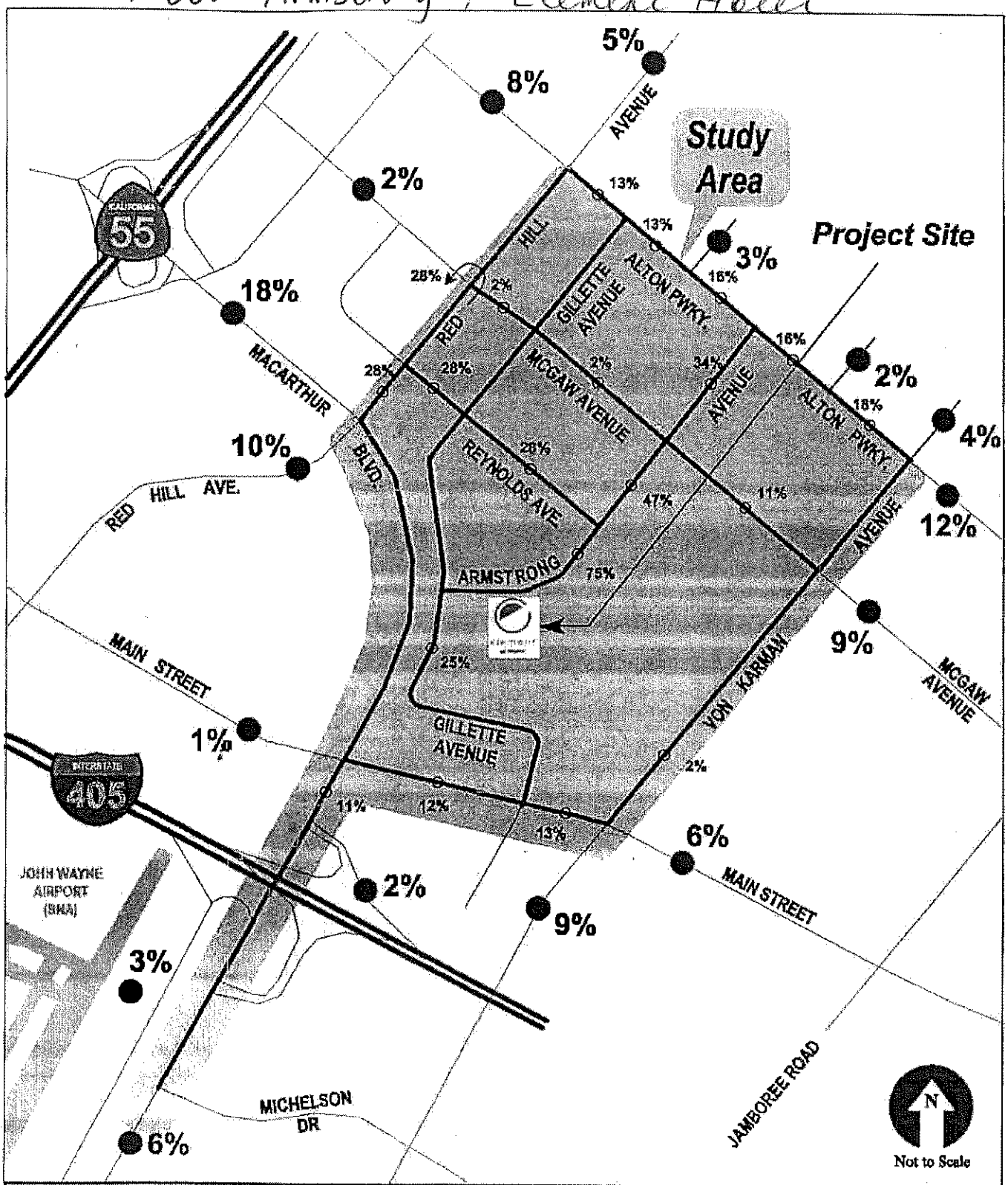
FIGURE 3

Martin Street Residential

Project Trip Distribution and Assignment

I:\WMH430\G\Trip Dist.cdr (7/29/05)

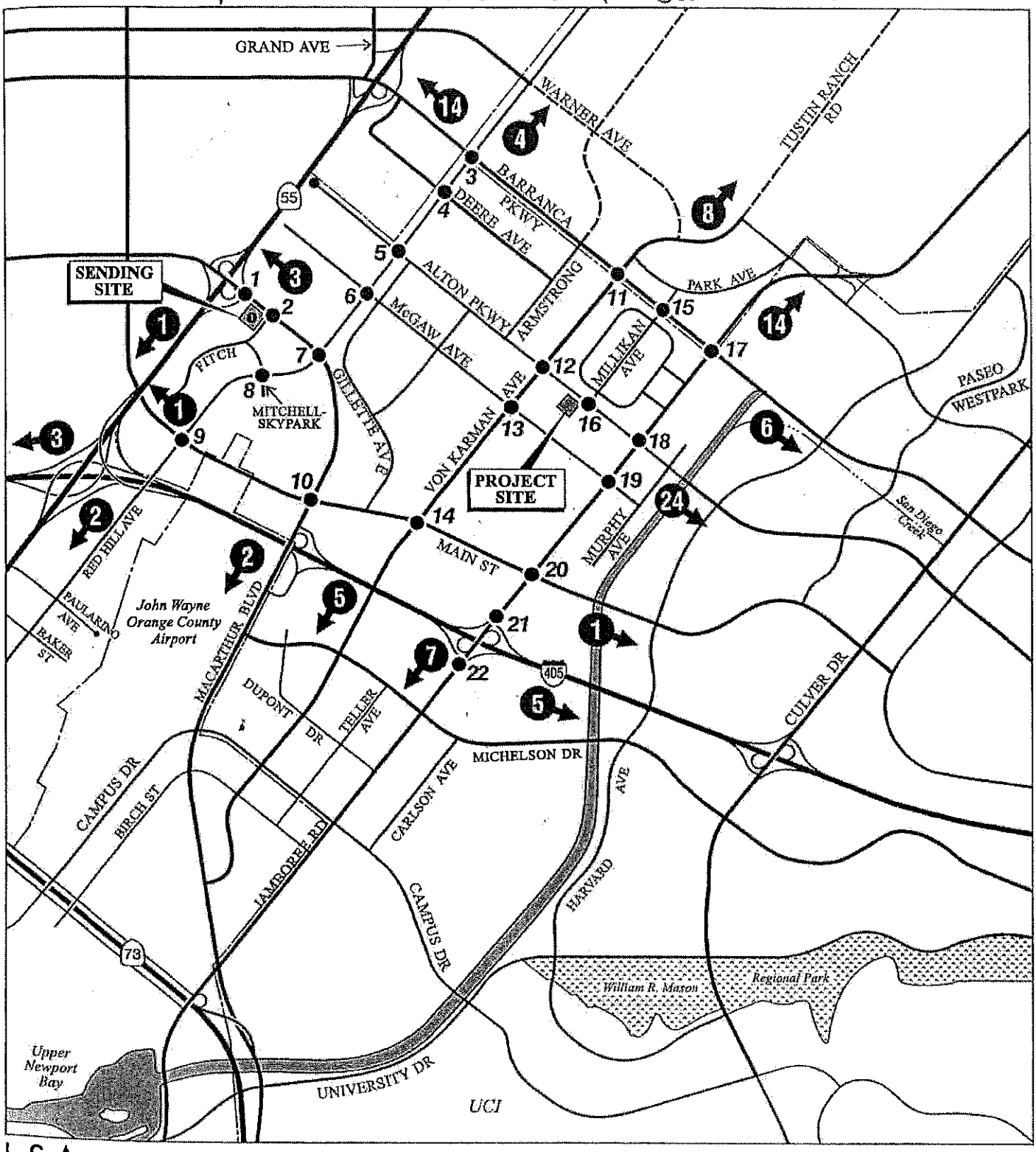
17662 Armstrong, Element Hotel



MINAGAR & ASSOCIATES, INC.
TRAFFIC ENGINEERING - TRANSPORTATION PLANNING - CIVIL - ITS
16682 MACARTHUR BOULEVARD, SUITE 435
IRVINE, CA 92612

FIGURE 7
Project Trip Percent Distribution
ELEMENT HOTEL REVISED TRAFFIC IMPACT ANALYSIS
City of Irvine, CA

Parcel 3 Diamond Jamboree



LSA

LEGEND

- #● - Study Area Intersection
- 1 - Sending Site - 17601 Fitch
- ←# - Project Trip Distribution Percentage
- — - Future Roadway

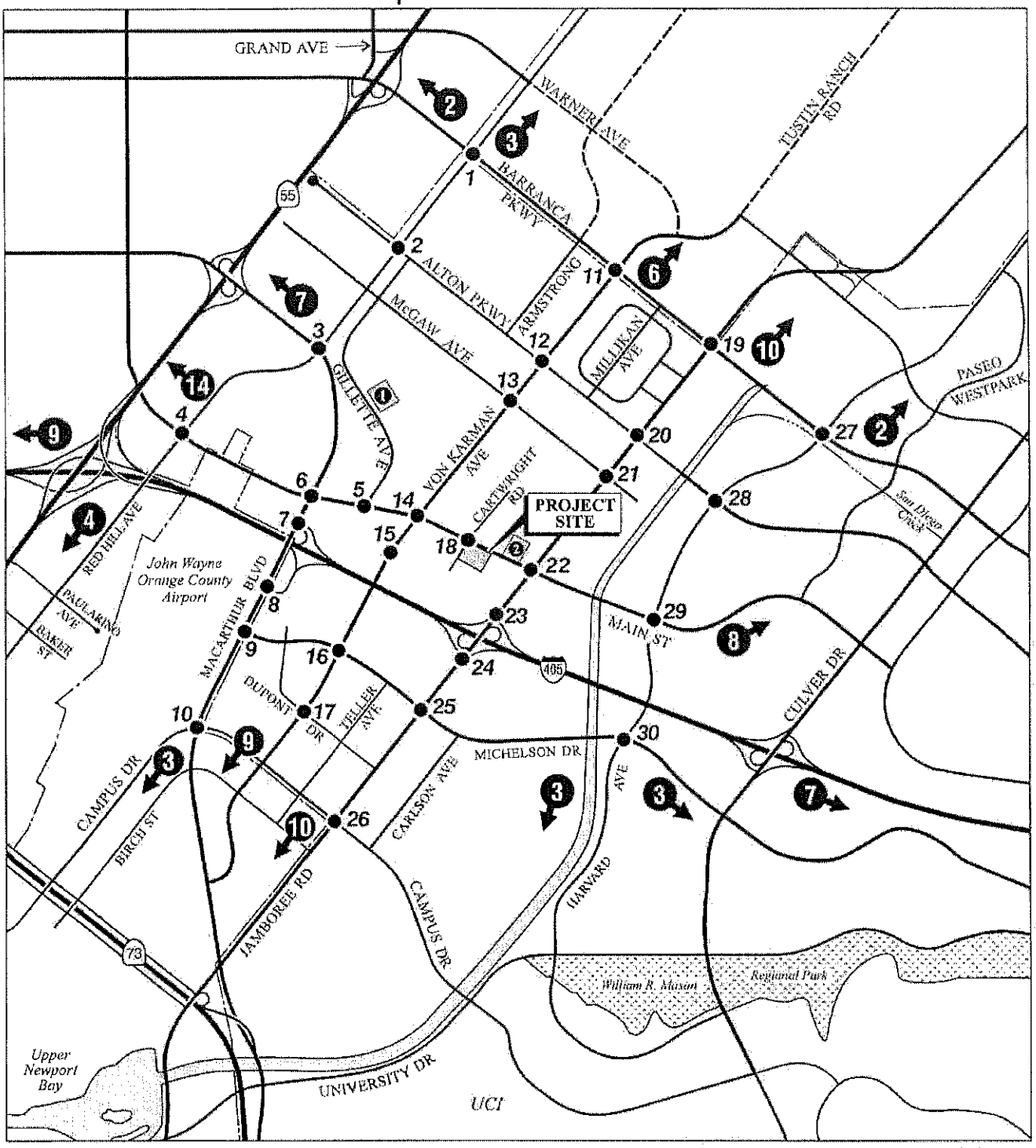
FIGURE 3

Parcel 3/Diamond Jamboree
Project Trip Distribution

0 1500 3000
FEET

I:\DDJ0701\G\Parcel 3\Trip Dist.cdr (5/3/11)

Metropolis



LSA

FIGURE 3

LEGEND

- 2 ● - Study Area Intersection
- 1 - Sending Site 1 - 17817 Gillette Avenue
- 2 - Sending Site 2 - 2555 Main Street
- #● - Project Trip Distribution Percentage

0 1500 3000
FEET

Metropolis Condominiums
Project Trip Distribution

I:\SRG110\GI\Trip Dist.cdr (7/27/11)

APPENDIX D

1% ANALYSIS WORKSHEETS – TPO ANALYSIS

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 5 MacArthur Boulevard/Campus Drive

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	960	7.00%	67	21	1048	10	60
Southbound	1255	7.00%	88	50	1393	14	12
Eastbound	1079	0.00%	0	1	1080	11	0
Westbound	311	0.00%	0	0	311	3	10

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 5 MacArthur Boulevard/Campus Drive

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1063	7.00%	74	58	1195	12	29
Southbound	1493	7.00%	105	28	1626	16	74
Eastbound	651	0.00%	0	28	679	7	0
Westbound	927	0.00%	0	28	955	10	5

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 6 MacArthur Boulevard/Birch Street

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	806	7.00%	56	18	880	9	15
Southbound	897	7.00%	63	54	1014	10	10
Eastbound	426	0.00%	0	6	432	4	0
Westbound	201	0.00%	0	13	214	2	45

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 6 MacArthur Boulevard/Birch Street

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	810	7.00%	57	40	907	9	9
Southbound	1069	7.00%	75	29	1173	12	63
Eastbound	529	0.00%	0	29	558	6	0
Westbound	619	0.00%	0	29	648	6	20

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 7 MacArthur Boulevard/Von Karman Avenue

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1498	7.00%	105	34	1637	16	15
Southbound	468	7.00%	33	52	553	6	4
Eastbound	134	0.00%	0	0	134	1	0
Westbound	214	0.00%	0	3	217	2	0

TRUE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

FALSE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 7 MacArthur Boulevard/Von Karman Avenue

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	711	7.00%	50	48	809	8	9
Southbound	892	7.00%	62	41	995	10	16
Eastbound	436	0.00%	0	41	477	5	0
Westbound	768	0.00%	0	41	809	8	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 8 MacArthur Boulevard/Jamboree Road

Existing Traffic Volumes Based on Average Daily Traffic ► 2011 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1902	7.00%	133	20	2055	21	6
Southbound	518	7.00%	36	53	607	6	4
Eastbound	1466	7.00%	103	53	1622	16	25
Westbound	1168	7.00%	82	74	1324	13	251

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 8 MacArthur Boulevard/Jamboree Road

Existing Traffic Volumes Based on Average Daily Traffic ► 2011 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1039	7.00%	73	49	1161	12	63
Southbound	1437	7.00%	101	36	1574	16	16
Eastbound	1186	7.00%	83	36	1305	13	184
Westbound	1687	7.00%	118	36	1841	18	115

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 15 Von Karman Avenue/Campus Drive

Existing Traffic Volumes Based on Average Daily Traffic ► 2011 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	626	0.00%	0	3	629	6	10
Southbound	463	0.00%	0	2	465	5	3
Eastbound	605	0.00%	0	0	605	6	2
Westbound	403	0.00%	0	3	406	4	25

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 15 Von Karman Avenue/Campus Drive

Existing Traffic Volumes Based on Average Daily Traffic ► 2011 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	612	0.00%	0	6	618	6	3
Southbound	999	0.00%	0	1	1000	10	26
Eastbound	626	0.00%	0	1	627	6	11
Westbound	514	0.00%	0	1	515	5	13

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 24 Jamboree Road/Campus Drive

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1467	7.00%	103	32	1602	16	153
Southbound	2444	7.00%	171	74	2689	27	2
Eastbound	261	0.00%	0	3	264	3	5
Westbound	899	0.00%	0	4	903	9	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 24 Jamboree Road/Campus Drive

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1413	7.00%	99	73	1585	16	56
Southbound	1672	7.00%	117	44	1833	18	134
Eastbound	698	0.00%	0	44	742	7	27
Westbound	789	0.00%	0	44	833	8	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 25 Jamboree Road/Birch Street

Existing Traffic Volumes Based on Average Daily Traffic ► 2011 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1243	7.00%	87	33	1363	14	104
Southbound	1900	7.00%	133	75	2108	21	1
Eastbound	165	0.00%	0	0	165	2	49
Westbound	5	0.00%	0	0	5	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 25 Jamboree Road/Birch Street

Existing Traffic Volumes Based on Average Daily Traffic ► 2011 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1848	7.00%	129	72	2049	20	35
Southbound	1424	7.00%	100	44	1568	16	160
Eastbound	441	0.00%	0	44	485	5	16
Westbound	2	0.00%	0	44	46	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 27 Jamboree Road/Bristol Street North

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1781	7.00%	125	98	2004	20	25
Southbound	856	7.00%	60	102	1018	10	176
Eastbound	0	0.00%	0	0	0	0	0
Westbound	0	0.00%	0	0	0	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 27 Jamboree Road/Bristol Street North

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	2595	7.00%	182	185	2962	30	184
Southbound	1320	7.00%	92	69	1481	15	81
Eastbound	0	0.00%	0	69	69	1	0
Westbound	0	0.00%	0	69	69	1	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 28 Jamboree Road/Bristol Street South

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1148	7.00%	80	116	1344	13	4
Southbound	651	7.00%	46	90	787	8	50
Eastbound	1909	0.00%	0	120	2029	20	21
Westbound	0	0.00%	0	0	0	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 28 Jamboree Road/Bristol Street South

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1922	7.00%	135	179	2236	22	52
Southbound	896	7.00%	63	61	1020	10	20
Eastbound	2171	0.00%	0	61	2232	22	132
Westbound	0	0.00%	0	61	61	1	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 29 Jamboree Road/Bayview Way

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1492	7.00%	104	36	1632	16	4
Southbound	1654	7.00%	116	90	1860	19	50
Eastbound	165	0.00%	0	2	167	2	0
Westbound	59	0.00%	0	0	59	1	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 29 Jamboree Road/Bayview Way

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1734	7.00%	121	85	1940	19	52
Southbound	1839	7.00%	129	42	2010	20	20
Eastbound	81	0.00%	0	42	123	1	0
Westbound	125	0.00%	0	42	167	2	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 30 Jamboree Road/University Drive

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1488	7.00%	104	98	1690	17	4
Southbound	1511	7.00%	106	178	1795	18	50
Eastbound	553	0.00%	0	1	554	6	0
Westbound	585	0.00%	0	6	591	6	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 30 Jamboree Road/University Drive

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1710	7.00%	120	192	2022	20	52
Southbound	1897	7.00%	133	147	2177	22	20
Eastbound	314	0.00%	0	147	461	5	0
Westbound	482	0.00%	0	147	629	6	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 34 Campus Drive/Bristol Street North

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1889	0.00%	0	6	1895	19	0
Southbound	378	0.00%	0	3	381	4	0
Eastbound	0	0.00%	0	0	0	0	0
Westbound	1250	0.00%	0	8	1258	13	125

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 34 Campus Drive/Bristol Street North

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1129	0.00%	0	2	1131	11	0
Southbound	1562	0.00%	0	5	1567	16	0
Eastbound	0	0.00%	0	5	5	0	0
Westbound	2297	0.00%	0	5	2302	23	55

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 35 Birch Street/Bristol Street North

Existing Traffic Volumes Based on Average Daily Traffic ► 2011 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	951	0.00%	0	14	965	10	0
Southbound	234	0.00%	0	26	260	3	0
Eastbound	0	0.00%	0	0	0	0	0
Westbound	1685	0.00%	0	51	1736	17	126

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 35 Birch Street/Bristol Street North

Existing Traffic Volumes Based on Average Daily Traffic ► 2011 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	441	0.00%	0	75	516	5	0
Southbound	1090	0.00%	0	17	1107	11	0
Eastbound	0	0.00%	0	17	17	0	0
Westbound	2029	0.00%	0	17	2046	20	61

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 36 Campus Drive/Bristol Street South

Existing Traffic Volumes Based on Average Daily Traffic ► 2011 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1028	0.00%	0	4	1032	10	2
Southbound	373	0.00%	0	1	374	4	25
Eastbound	2953	0.00%	0	29	2982	30	0
Westbound	0	0.00%	0	0	0	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 36 Campus Drive/Bristol Street South

Existing Traffic Volumes Based on Average Daily Traffic ► 2011 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	890	0.00%	0	2	892	9	26
Southbound	1039	0.00%	0	3	1042	10	10
Eastbound	1859	0.00%	0	3	1862	19	0
Westbound	0	0.00%	0	3	3	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 37 Birch Street/Bristol Street South

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	522	0.00%	0	28	550	6	0
Southbound	523	0.00%	0	76	599	6	0
Eastbound	1784	0.00%	0	27	1811	18	0
Westbound	0	0.00%	0	0	0	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 37 Birch Street/Bristol Street South

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	472	0.00%	0	151	623	6	0
Southbound	854	0.00%	0	48	902	9	0
Eastbound	1347	0.00%	0	48	1395	14	25
Westbound	0	0.00%	0	48	48	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 38 Bayview Place/Bristol Street South

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	81	0.00%	0	2	83	1	0
Southbound	0	0.00%	0	0	0	0	0
Eastbound	2672	0.00%	0	51	2723	27	21
Westbound	0	0.00%	0	0	0	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 38 Bayview Place/Bristol Street South

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	250	0.00%	0	23	273	3	0
Southbound	0	0.00%	0	0	0	0	0
Eastbound	2715	0.00%	0	0	2715	27	132
Westbound	0	0.00%	0	0	0	0	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 39 Irvine Avenue/Mesa Drive

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 AM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	1281	7.00%	90	28	1399	14	2
Southbound	488	7.00%	34	0	522	5	25
Eastbound	323	0.00%	0	1	324	3	0
Westbound	207	0.00%	0	6	213	2	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

1% TRAFFIC VOLUME ANALYSIS

TPO Analysis - Committed Projects

INTERSECTION: 39 Irvine Avenue/Mesa Drive

Existing Traffic Volumes Based on Average Daily Traffic ▶ 2011 PM

APPROACH DIRECTION	EXISTING PEAK HOUR VOLUME	PEAK HOUR REGIONAL GROWTH VOLUME		COMMITTED PROJECTS PEAK HOUR VOL	PROJECTED PEAK HOUR VOLUME	1% OF PROJECTED PEAK HOUR VOLUME	PROJECT PEAK HOUR VOLUME
Northbound	751	7.00%	53	17	821	8	26
Southbound	1330	7.00%	93	2	1425	14	10
Eastbound	185	0.00%	0	2	187	2	0
Westbound	680	0.00%	0	2	682	7	0

FALSE Project Traffic is estimated to be less than 1% of Projected Peak Hour Traffic Volumes.

TRUE Project Traffic is estimated to be equal to or greater than 1% of Projected Peak Hour Traffic Volumes. Intersection Capacity Utilization (ICU) Analysis is required.

APPENDIX E

INTERSECTION ANALYSIS WORKSHEETS – STATE HIGHWAY ANALYSIS

APPENDIX E

STATE HIGHWAY ANALYSIS – INTERSECTION ANALYSIS WORKSHEETS

E-1 – EXISTING CONDITIONS

Uptown Newport
Existing Conditions - HCM
AM Peak Hour

Scenario Report

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

Uptown Newport
Existing Conditions - HCM
AM Peak Hour

Turning Movement Report
None

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

Uptown Newport
Existing Conditions - HCM
AM Peak Hour

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

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Uptown Newport
Existing Conditions - HCM
AM Peak Hour

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

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Uptown Newport
Existing Conditions - HCM
AM Peak Hour

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

Uptown Newport
Existing Conditions - HCM
AM Peak Hour

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

Uptown Newport
Existing Conditions - HCM
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 MacArthur Blvd/Main St	C	26.9	0.413	C	26.9	0.413	+ 0.000 D/V
# 2 MacArthur Blvd/I-405 NB Ramps	C	21.5	0.525	C	21.5	0.525	+ 0.000 D/V
# 3 MacArthur Blvd/I-405 SB Ramps	B	19.8	0.488	B	19.8	0.488	+ 0.000 D/V
# 4 MacArthur Blvd/Michelson Dr	C	27.1	0.584	C	27.1	0.584	+ 0.000 D/V
# 5 MacArthur Blvd/Campus Dr	C	24.2	0.408	C	24.2	0.408	+ 0.000 D/V
# 6 MacArthur Blvd/Birch St	C	23.1	0.339	C	23.1	0.339	+ 0.000 D/V
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
# 8 MacArthur Blvd/Jamboree Rd	C	26.7	0.540	C	26.7	0.540	+ 0.000 D/V
# 9 MacArthur Blvd/Fairchild Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
# 10 MacArthur Blvd NB/Univeristy D	F	123.5	1.256	F	123.5	1.256	+ 0.000 D/V
# 11 MacArthur Blvd SB/University D	E	43.5	1.058	E	43.5	1.058	+ 0.000 D/V
# 12 Von Karman Ave/Main St	F	OVRFL	2.173	F	OVRFL	2.173	+ 0.000 D/V
# 13 Von Karman Ave/Michelson Dr	C	24.2	0.364	C	24.2	0.364	+ 0.000 D/V
# 14 Von Karman Ave/Dupont Dr	B	10.5	0.259	B	10.5	0.259	+ 0.000 D/V
# 15 Von Karman Ave/Campus Dr	C	24.6	0.390	C	24.6	0.390	+ 0.000 D/V
# 16 Von Karman Ave/Birch St	C	20.0	0.253	C	20.0	0.253	+ 0.000 D/V
# 17 Teller Ave/Campus Dr	C	20.8	0.550	C	20.8	0.550	+ 0.000 D/V
# 18 Teller Ave/Birch St	B	12.1	0.045	B	12.1	0.045	+ 0.000 D/V
# 19 Jamboree Rd/Main St	C	25.4	0.617	C	25.4	0.617	+ 0.000 D/V
# 20 Jamboree Rd/I-405 NB Ramps	B	14.9	0.565	B	14.9	0.565	+ 0.000 D/V
# 21 Jamboree Rd/I-405 SB Ramps	C	21.9	0.779	C	21.9	0.779	+ 0.000 D/V
# 22 Jamboree Rd/Michelson Dr	C	23.0	0.530	C	23.0	0.530	+ 0.000 D/V
# 23 Jamboree Rd/Dupont Dr	B	10.5	0.590	B	10.5	0.590	+ 0.000 D/V

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Uptown Newport
Existing Conditions - HCM
AM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Jamboree Rd/Campus Dr	B	19.9	0.591	B	19.9	0.591	+ 0.000 D/V
# 25 Jamboree Rd/Birch St	A	7.3	0.389	A	7.3	0.389	+ 0.000 D/V
# 26 Jamboree Rd/Fairchild Rd	B	19.7	0.566	B	19.7	0.566	+ 0.000 D/V
# 27 Jamboree Rd/Bristol St N	A	7.7	0.262	A	7.7	0.262	+ 0.000 D/V
# 28 Jamboree Rd./Bristol St	B	16.9	0.424	B	16.9	0.424	+ 0.000 D/V
# 29 Jamboree Rd/Bayview Wy	A	8.0	0.312	A	8.0	0.312	+ 0.000 D/V
# 30 Jamboree Rd/University Dr	C	21.9	0.492	C	21.9	0.492	+ 0.000 D/V
# 31 Carlson Ave/Michelson Dr	A	xxxxx	0.454	A	xxxxx	0.454	+ 0.000 V/C
# 32 Carlson Ave/Campus Dr	A	xxxxx	0.366	A	xxxxx	0.366	+ 0.000 V/C
# 33 Harvard Ave/Michelson Dr	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000 V/C
# 34 Campus Dr/Bristol St N	B	18.2	0.448	B	18.2	0.448	+ 0.000 D/V
# 35 Birch St/Bristol St N	B	18.0	0.433	B	18.0	0.433	+ 0.000 D/V
# 36 Campus Dr/Bristol St	B	16.1	0.537	B	16.1	0.537	+ 0.000 D/V
# 37 Birch St/Bristol St S	B	16.6	0.330	B	16.6	0.330	+ 0.000 D/V
# 38 Bayview Pl/Bristol St	A	1.7	0.372	A	1.7	0.372	+ 0.000 D/V
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.321	A	xxxxx	0.321	+ 0.000 V/C
# 40 University Dr/Campus Dr	C	xxxxx	0.754	C	xxxxx	0.754	+ 0.000 V/C
# 41 Mesa Rd/University Dr	A	xxxxx	0.569	A	xxxxx	0.569	+ 0.000 V/C
# 42 California Ave/University Dr	D	xxxxx	0.812	D	xxxxx	0.812	+ 0.000 V/C
# 43 Birch Dwy	A	0.3	0.000	A	0.3	0.000	+ 0.000 D/V
#238 Proj Dwy on Jamboree Rd	E	39.5	0.071	E	39.5	0.071	+ 0.000 D/V

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Uptown Newport
Existing Conditions - HCM
AM Peak Hour

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

Intersection #1 MacArthur Blvd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	5	Average Delay (sec/veh):	26.9
Optimal Cycle:	21	Level Of Service:	C

Street Name:	MacArthur Boulevard						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 4	0 2	2	0 4	0 1	1	0 3	0 1	2	0 3	0 1
Volume Module: >> Count Date: 16 Mar 2011 << Existing AM Peak Hour												
Base Vol:	613	741	1274	275	481	74	28	665	367	196	461	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	613	741	1274	275	481	74	28	665	367	196	461	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	613	741	1274	275	481	74	28	665	367	196	461	110
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	613	741	0	275	481	74	28	665	367	196	461	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	741	0	275	481	74	28	665	367	196	461	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	613	741	0	275	481	74	28	665	367	196	461	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.03	0.97	0.94	1.03	0.97	1.06	1.06	0.97	1.06	1.03	0.97	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.:	3916	7348	3553	3916	7348	2019	2019	5511	2019	3916	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.16	0.10	0.00	0.07	0.07	0.04	0.01	0.12	0.18	0.05	0.08	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.38	0.32	0.00	0.22	0.16	0.16	0.06	0.29	0.67	0.12	0.35	0.00
Volume/Cap:	0.41	0.32	0.00	0.32	0.41	0.23	0.24	0.41	0.27	0.41	0.24	0.00
Delay/Veh:	23.1	26.1	0.0	32.9	38.1	37.1	46.0	28.7	6.7	41.2	22.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	26.1	0.0	32.9	38.1	37.1	46.0	28.7	6.7	41.2	22.8	0.0
LOS by Move:	C	C	A	C	D	D	D	C	A	D	C	A
HCM2kAvgQ:	7	5	0	4	4	2	1	6	4	3	3	0

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

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Uptown Newport
Existing Conditions - HCM
AM Peak Hour

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

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	5	Average Delay (sec/veh):	21.5
Optimal Cycle:	26	Level Of Service:	C

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 2	2	0 4	0 0	0	0 0	0 0	2	0 0	0 2
Volume Module: >> Count Date: 3 May 2011 << Existing AM Peak Hour												
Base Vol:	0	1517	273	244	749	0	0	0	0	899	0	783
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1517	273	244	749	0	0	0	0	899	0	783
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1517	273	244	749	0	0	0	0	899	0	783
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1517	273	244	749	0	0	0	0	899	0	783
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1517	273	244	749	0	0	0	0	899	0	783
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1517	273	244	749	0	0	0	0	899	0	783
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.94	1.03	0.97	1.06	1.06	1.06	1.06	1.03	1.06	0.94
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	7348	3553	3916	7348	0	0	0	0	3916	0	3553
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.08	0.06	0.10	0.00	0.00	0.00	0.00	0.23	0.00	0.22
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.39	0.39	0.12	0.51	0.00	0.00	0.00	0.00	0.44	0.00	0.44
Volume/Cap:	0.00	0.52	0.20	0.52	0.20	0.00	0.00	0.00	0.00	0.52	0.00	0.50
Delay/Veh:	0.0	23.3	20.0	42.5	13.3	0.0	0.0	0.0	0.0	20.8	0.0	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.3	20.0	42.5	13.3	0.0	0.0	0.0	0.0	20.8	0.0	20.5
LOS by Move:	A	C	B	D	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	9	3	4	3	0	0	0	0	10	0	10

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

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Uptown Newport
Existing Conditions - HCM
AM Peak Hour

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

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	5	Average Delay (sec/veh):	19.8
Optimal Cycle:	24	Level Of Service:	B

Street Name:	MacArthur Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	4	0	1	0	0	0	0	0	2	0	1	0	1
Volume Module: >> Count Date: 3 May 2011 << Existing AM Peak Hour												
Base Vol:	0	912	374	216	1024	416	0	0	0	1007	236	793
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	912	374	216	1024	416	0	0	0	1007	236	793
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	912	374	216	1024	416	0	0	0	1007	236	793
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	912	374	216	1024	416	0	0	0	1007	236	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	912	374	216	1024	416	0	0	0	1007	236	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	912	374	216	1024	416	0	0	0	1007	236	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.03	0.97	1.06	1.06	1.06	1.06	1.03	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	7348	2019	3916	7348	2019	0	0	0	3916	2019	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.19	0.06	0.14	0.21	0.00	0.00	0.00	0.26	0.12	0.00
Crit Moves:	****					****				****		
Green/Cycle:	0.00	0.29	0.82	0.13	0.42	0.42	0.00	0.00	0.00	0.53	0.53	0.00
Volume/Cap:	0.00	0.42	0.23	0.42	0.33	0.49	0.00	0.00	0.00	0.49	0.22	0.00
Delay/Veh:	0.0	28.7	2.1	40.6	19.4	21.4	0.0	0.0	0.0	15.2	12.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.7	2.1	40.6	19.4	21.4	0.0	0.0	0.0	15.2	12.8	0.0
LOS by Move:	A	C	A	D	B	C	A	A	A	B	B	A
HCM2kAvgQ:	0	6	3	3	6	9	0	0	0	10	4	0

Note: Queue reported is the number of cars per lane.
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Uptown Newport
Existing Conditions - HCM
AM Peak Hour

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

Intersection #4 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	5	Average Delay (sec/veh):	27.1
Optimal Cycle:	29	Level Of Service:	C

Street Name:	MacArthur Boulevard						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	2	0	3	1	0	2	0	1	0	1	2	0	1	0	1
Volume Module: >> Count Date: 5 May 2011 << Existing AM Peak Hour												
Base Vol:	203	912	211	1110	1147	5	413	67	91	73	85	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	912	211	1110	1147	5	413	67	91	73	85	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	912	211	1110	1147	5	413	67	91	73	85	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	912	211	1110	1147	5	413	67	91	73	85	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	912	211	1110	1147	5	413	67	91	73	85	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	912	211	1110	1147	5	413	67	91	73	85	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.03	0.97	0.97	1.03	1.06	1.06	1.03	1.06	1.06
Lanes:	1.00	4.00	1.00	2.00	3.98	0.02	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2019	7348	2019	3916	7316	32	3916	2019	2019	3916	2019	2019
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.10	0.28	0.16	0.16	0.11	0.03	0.05	0.02	0.04	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.27	0.21	0.21	0.49	0.42	0.42	0.18	0.18	0.18	0.07	0.07	0.56
Volume/Cap:	0.37	0.58	0.49	0.58	0.37	0.37	0.58	0.19	0.25	0.25	0.58	0.13
Delay/Veh:	29.8	36.0	35.5	19.0	19.7	19.7	38.8	35.1	35.7	44.2	50.9	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	36.0	35.5	19.0	19.7	19.7	38.8	35.1	35.7	44.2	50.9	10.6
LOS by Move:	C	D	D	B	B	B	D	D	D	D	D	B
HCM2kAvgQ:	5	8	6	12	6	6	7	2	3	1	3	2

Note: Queue reported is the number of cars per lane.
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Uptown Newport
Existing Conditions - HCM
AM Peak Hour

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

Intersection #19 Jamboree Rd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	5	Average Delay (sec/veh):	25.4
Optimal Cycle:	31	Level Of Service:	C

Street Name:	Jamboree Road						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 4	0 1	2	0 4	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module: >> Count Date: 16 Mar 2011 << Existing AM Peak Hour												
Base Vol:	392	1359	357	332	2238	338	178	331	255	474	421	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	1359	357	332	2238	338	178	331	255	474	421	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	392	1359	357	332	2238	338	178	331	255	474	421	133
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	392	1359	0	332	2238	338	178	331	0	474	421	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1359	0	332	2238	338	178	331	0	474	421	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	392	1359	0	332	2238	338	178	331	0	474	421	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.03	0.97	1.06	1.03	0.97	1.06	1.03	0.97	1.06	1.03	0.97	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.:	3916	7348	2019	3916	7348	2019	3916	5511	2019	3916	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.00	0.08	0.30	0.17	0.05	0.06	0.00	0.12	0.08	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.45	0.00	0.21	0.49	0.60	0.11	0.10	0.00	0.20	0.18	0.00
Volume/Cap:	0.62	0.41	0.00	0.41	0.62	0.28	0.41	0.62	0.00	0.62	0.41	0.00
Delay/Veh:	40.8	18.6	0.0	34.8	18.7	9.6	42.2	45.5	0.0	38.3	36.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	18.6	0.0	34.8	18.7	9.6	42.2	45.5	0.0	38.3	36.3	0.0
LOS by Move:	D	B	A	C	B	A	D	D	A	D	D	A
HCM2kAvgQ:	6	7	0	5	14	5	2	3	0	8	4	0

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

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Uptown Newport
Existing Conditions - HCM
AM Peak Hour

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	5	Average Delay (sec/veh):	14.9
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 2	0	0 0	0 0	3	0 0	0 1
Volume Module: >> Count Date: 15 Mar 2011 << Existing AM Peak Hour												
Base Vol:	0	1892	604	0	1912	999	0	0	0	1136	0	685
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1892	604	0	1912	999	0	0	0	1136	0	685
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1892	604	0	1912	999	0	0	0	1136	0	685
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1892	0	0	1912	0	0	0	0	1136	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1892	0	0	1912	0	0	0	0	1136	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1892	0	0	1912	0	0	0	0	1136	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	1.03	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5875	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.19	0.00	0.00
Crit Moves:		****			****					****		
Green/Cycle:	0.00	0.61	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Volume/Cap:	0.00	0.56	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.56	0.00	0.00
Delay/Veh:	0.0	11.9	0.0	0.0	10.5	0.0	0.0	0.0	0.0	27.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.9	0.0	0.0	10.5	0.0	0.0	0.0	0.0	27.2	0.0	0.0
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	A
HCM2kAvgQ:	0	13	0	0	8	0	0	0	0	10	0	0

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

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Uptown Newport
Existing Conditions - HCM
AM Peak Hour

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	5	Average Delay (sec/veh):	21.9
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	0	0	4	0	1	2	0	0	0	2	1	0	0	0	0
Volume Module: >> Count Date: 15 Mar 2011 << Existing AM Peak Hour												
Base Vol:	0	1166	365	0	2850	275	1381	0	1216	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1166	365	0	2850	275	1381	0	1216	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1166	365	0	2850	275	1381	0	1216	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1166	0	0	2850	0	1381	0	1216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1166	0	0	2850	0	1381	0	1216	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1166	0	0	2850	0	1381	0	1216	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	1.03	1.06	0.94	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	1.00	0.00	0.00
Final Sat.:	0	7348	2019	0	7348	2019	3916	0	3553	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.39	0.00	0.35	0.00	0.34	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.50	0.00	0.00	0.50	0.00	0.45	0.00	0.45	0.00	0.00	0.00
Volume/Cap:	0.00	0.32	0.00	0.00	0.78	0.00	0.78	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	15.1	0.0	0.0	21.7	0.0	25.4	0.0	24.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.1	0.0	0.0	21.7	0.0	25.4	0.0	24.9	0.0	0.0	0.0
LOS by Move:	A	B	A	A	C	A	C	A	C	A	A	A
HCM2kAvgQ:	0	6	0	0	20	0	20	0	19	0	0	0

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

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Uptown Newport
Existing Conditions - HCM
AM Peak Hour

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

Intersection #22 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	5	Average Delay (sec/veh):	23.0
Optimal Cycle:	26	Level Of Service:	C

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	2	0	4	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module: >> Count Date: 4 May 2011 << Existing AM Peak Hour												
Base Vol:	165	1123	142	698	2235	1102	155	134	49	169	299	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1123	142	698	2235	1102	155	134	49	169	299	325
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1123	142	698	2235	1102	155	134	49	169	299	325
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	165	1123	142	698	2235	0	155	134	49	169	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1123	142	698	2235	0	155	134	49	169	299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	165	1123	142	698	2235	0	155	134	49	169	299	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.03	0.97	1.06	1.03	1.01	1.01	1.03	1.01	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	1.46	0.54	2.00	2.00	1.00
Final Sat.:	2019	7348	2019	3916	7348	2019	3916	2809	1027	3916	3836	2019
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.07	0.18	0.30	0.00	0.04	0.05	0.05	0.04	0.08	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.34	0.34	0.39	0.57	0.00	0.07	0.12	0.12	0.11	0.15	0.00
Volume/Cap:	0.53	0.45	0.21	0.45	0.53	0.00	0.53	0.41	0.41	0.41	0.53	0.00
Delay/Veh:	40.7	26.1	23.9	22.7	13.2	0.0	46.4	41.6	41.6	42.5	40.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	26.1	23.9	22.7	13.2	0.0	46.4	41.6	41.6	42.5	40.4	0.0
LOS by Move:	D	C	C	C	B	A	D	D	D	D	D	A
HCM2kAvgQ:	5	7	3	8	11	0	2	3	3	2	4	0

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Uptown Newport
Existing Conditions - HCM
AM Peak Hour

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.262
Loss Time (sec):	0	Average Delay (sec/veh):	7.7
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1	0	0 2	1	0	0 0	0 0	0	0 0	0 0
Volume Module: >> Count Date: 19 May 2011 << Existing AM Peak Hour												
Base Vol:	510	717	554	0	629	227	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	510	717	554	0	629	227	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	510	717	554	0	629	227	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	510	717	554	0	629	227	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	717	554	0	629	227	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	510	717	554	0	629	227	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	0.95	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.69	1.31	0.00	2.94	1.06	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3686	3055	2360	0	5082	1834	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.00	0.12	0.12	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.53	1.00	1.00	0.00	0.47	0.47	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.26	0.23	0.23	0.00	0.26	0.26	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	13.0	0.0	0.0	0.0	15.9	15.9	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	0.0	0.0	0.0	15.9	15.9	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2kAvgQ:	4	0	0	0	4	4	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.
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Uptown Newport
Existing Conditions - HCM
AM Peak Hour

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

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	0	Average Delay (sec/veh):	16.9
Optimal Cycle:	32	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			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 4	1	0	0 3	0	0	1 1	0 2	0	0 0	0 0
Volume Module: >> Count Date: 19 May 2011 << Existing AM Peak Hour												
Base Vol:	0	1122	26	0	651	0	656	255	998	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1122	26	0	651	0	656	255	998	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1122	26	0	651	0	656	255	998	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1122	26	0	651	0	656	255	998	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1122	26	0	651	0	656	255	998	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1122	26	0	651	0	656	255	998	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00	1.00
Lanes:	0.00	4.89	0.11	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	8449	196	0	5187	0	3610	1805	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.00	0.13	0.00	0.18	0.14	0.30	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.30	0.30	0.00	0.30	0.00	0.70	0.70	0.70	0.00	0.00	0.00
Volume/Cap:	0.00	0.45	0.45	0.00	0.42	0.00	0.26	0.20	0.42	0.00	0.00	0.00
Delay/Veh:	0.0	28.7	28.7	0.0	28.5	0.0	5.4	5.1	6.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.7	28.7	0.0	28.5	0.0	5.4	5.1	6.4	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	6	6	0	6	0	4	3	7	0	0	0

Note: Queue reported is the number of cars per lane.
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Uptown Newport - Existing Conditions
PM Peak Hour - HCM

Scenario Report

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

Uptown Newport - Existing Conditions
PM Peak Hour - HCM

Turning Movement Report
None

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

Uptown Newport - Existing Conditions
PM Peak Hour - HCM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 MacArthur Blvd NB/Univeristy Dr													
Base	28	0	218	0	0	0	0	803	77	702	698	0	2526
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	0	218	0	0	0	0	803	77	702	698	0	2526
#11 MacArthur Blvd SB/University Dr													
Base	8	0	100	0	0	0	0	773	36	298	430	0	1645
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	0	100	0	0	0	0	773	36	298	430	0	1645
#12 Von Karman Ave/Main St													
Base	315	1064	322	101	336	106	353	1274	195	103	739	117	5025
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	315	1064	322	101	336	106	353	1274	195	103	739	117	5025
#13 Von Karman Ave/Michelson Dr													
Base	39	792	111	206	701	119	205	378	62	88	377	309	3387
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	39	792	111	206	701	119	205	378	62	88	377	309	3387
#14 Von Karman Ave/Dupont Dr													
Base	30	792	48	64	860	28	23	67	103	21	52	74	2162
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	792	48	64	860	28	23	67	103	21	52	74	2162
#15 Von Karman Ave/Campus Dr													
Base	63	455	94	101	647	251	157	429	40	23	433	58	2751
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	63	455	94	101	647	251	157	429	40	23	433	58	2751
#16 Von Karman Ave/Birch St													
Base	44	428	58	18	602	123	106	189	19	10	217	41	1855
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	428	58	18	602	123	106	189	19	10	217	41	1855
#17 Teller Ave/Campus Dr													
Base	34	25	92	104	37	70	17	762	12	26	420	14	1613
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	34	25	92	104	37	70	17	762	12	26	420	14	1613
#18 Teller Ave/Birch St													
Base	16	20	43	32	2	46	43	258	7	4	143	8	622
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	16	20	43	32	2	46	43	258	7	4	143	8	622
#19 Jamboree Rd/Main St													
Base	276	1946	379	264	1754	134	261	368	663	427	297	227	6996
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	276	1946	379	264	1754	134	261	368	663	427	297	227	6996

Uptown Newport - Existing Conditions
PM Peak Hour - HCM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	2329	965	0	1498	1303	0	0	0	592	0	363	7050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2329	965	0	1498	1303	0	0	0	592	0	363	7050
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	2330	694	0	1512	542	1037	0	524	0	0	0	6639
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2330	694	0	1512	542	1037	0	524	0	0	0	6639
#22 Jamboree Rd/Michelson Dr													
Base	71	1585	228	351	1389	276	802	284	64	240	211	678	6179
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	71	1585	228	351	1389	276	802	284	64	240	211	678	6179
#23 Jamboree Rd/Dupont Dr													
Base	67	2165	30	165	1794	159	250	90	202	13	20	33	4988
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	67	2165	30	165	1794	159	250	90	202	13	20	33	4988
#24 Jamboree Rd/Campus Dr													
Base	84	1177	152	271	1192	209	243	285	170	183	258	348	4572
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	84	1177	152	271	1192	209	243	285	170	183	258	348	4572
#25 Jamboree Rd/Birch St													
Base	140	1706	2	1	1247	176	319	0	122	1	0	1	3715
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	1706	2	1	1247	176	319	0	122	1	0	1	3715
#26 Jamboree Rd/Fairchild Rd													
Base	4	1420	27	284	1678	2	18	3	11	34	0	340	3821
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	1420	27	284	1678	2	18	3	11	34	0	340	3821
#27 Jamboree Rd/Bristol St N													
Base	818	941	836	0	819	501	0	0	0	0	0	0	3915
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	818	941	836	0	819	501	0	0	0	0	0	0	3915
#28 Jamboree Rd./Bristol St													
Base	0	1816	106	0	896	0	772	502	897	0	0	0	4989
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1816	106	0	896	0	772	502	897	0	0	0	4989
#29 Jamboree Rd/Bayview Wy													
Base	48	1652	34	82	1699	58	54	0	27	39	0	86	3779
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	48	1652	34	82	1699	58	54	0	27	39	0	86	3779

Uptown Newport - Existing Conditions
PM Peak Hour - HCM

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	29.6	0.554	C	29.6	0.554	+ 0.000 D/V
# 2 MacArthur Blvd/I-405 NB Ramps	C	21.1	0.617	C	21.1	0.617	+ 0.000 D/V
# 3 MacArthur Blvd/I-405 SB Ramps	B	19.3	0.558	B	19.3	0.558	+ 0.000 D/V
# 4 MacArthur Blvd/Michelson Dr	C	30.1	0.575	C	30.1	0.575	+ 0.000 D/V
# 5 MacArthur Blvd/Campus Dr	C	23.5	0.509	C	23.5	0.509	+ 0.000 D/V
# 6 MacArthur Blvd/Birch St	C	29.3	0.511	C	29.3	0.511	+ 0.000 D/V
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
# 8 MacArthur Blvd/Jamboree Rd	C	28.7	0.607	C	28.7	0.607	+ 0.000 D/V
# 9 MacArthur Blvd/Fairchild Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
# 10 MacArthur Blvd NB/Univeristy D	F	172.6	1.329	F	172.6	1.329	+ 0.000 D/V
# 11 MacArthur Blvd SB/University D	C	18.3	0.866	C	18.3	0.866	+ 0.000 D/V
# 12 Von Karman Ave/Main St	F	OVRFL	2.645	F	OVRFL	2.645	+ 0.000 D/V
# 13 Von Karman Ave/Michelson Dr	C	26.6	0.535	C	26.6	0.535	+ 0.000 D/V
# 14 Von Karman Ave/Dupont Dr	B	12.0	0.320	B	12.0	0.320	+ 0.000 D/V
# 15 Von Karman Ave/Campus Dr	C	24.0	0.501	C	24.0	0.501	+ 0.000 D/V
# 16 Von Karman Ave/Birch St	B	18.6	0.306	B	18.6	0.306	+ 0.000 D/V
# 17 Teller Ave/Campus Dr	D	43.1	0.849	D	43.1	0.849	+ 0.000 D/V
# 18 Teller Ave/Birch St	B	11.5	0.064	B	11.5	0.064	+ 0.000 D/V
# 19 Jamboree Rd/Main St	C	24.5	0.535	C	24.5	0.535	+ 0.000 D/V
# 20 Jamboree Rd/I-405 NB Ramps	A	8.8	0.551	A	8.8	0.551	+ 0.000 D/V
# 21 Jamboree Rd/I-405 SB Ramps	B	17.8	0.612	B	17.8	0.612	+ 0.000 D/V
# 22 Jamboree Rd/Michelson Dr	C	27.5	0.595	C	27.5	0.595	+ 0.000 D/V
# 23 Jamboree Rd/Dupont Dr	B	17.0	0.556	B	17.0	0.556	+ 0.000 D/V
# 24 Jamboree Rd/Campus Dr	C	25.2	0.542	C	25.2	0.542	+ 0.000 D/V

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Uptown Newport - Existing Conditions
PM Peak Hour - HCM

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Jamboree Rd/Birch St	B	10.2	0.415	B	10.2	0.415	+ 0.000 D/V
# 26 Jamboree Rd/Fairchild Rd	B	16.8	0.544	B	16.8	0.544	+ 0.000 D/V
# 27 Jamboree Rd/Bristol St N	A	9.0	0.413	A	9.0	0.413	+ 0.000 D/V
# 28 Jamboree Rd./Bristol St	B	16.7	0.491	B	16.7	0.491	+ 0.000 D/V
# 29 Jamboree Rd/Bayview Wy	A	8.6	0.331	A	8.6	0.331	+ 0.000 D/V
# 30 Jamboree Rd/University Dr	B	16.5	0.469	B	16.5	0.469	+ 0.000 D/V
# 31 Carlson Ave/Michelson Dr	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
# 32 Carlson Ave/Campus Dr	C	xxxxx	0.709	C	xxxxx	0.709	+ 0.000 V/C
# 33 Harvard Ave/Michelson Dr	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000 V/C
# 34 Campus Dr/Bristol St N	C	23.4	0.656	C	23.4	0.656	+ 0.000 D/V
# 35 Birch St/Bristol St N	B	18.6	0.440	B	18.6	0.440	+ 0.000 D/V
# 36 Campus Dr/Bristol St	B	20.0	0.430	B	20.0	0.430	+ 0.000 D/V
# 37 Birch St/Bristol St S	B	19.3	0.319	B	19.3	0.319	+ 0.000 D/V
# 38 Bayview Pl/Bristol St	A	5.3	0.453	A	5.3	0.453	+ 0.000 D/V
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 40 University Dr/Campus Dr	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000 V/C
# 41 Mesa Rd/University Dr	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000 V/C
# 42 California Ave/University Dr	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
# 43 Birch Dwy	B	1.4	0.000	B	1.4	0.000	+ 0.000 D/V
#238 Proj Dwy on Jamboree Rd	F	109.9	0.787	F	109.9	0.787	+ 0.000 D/V

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Uptown Newport - Existing Conditions
PM Peak Hour - HCM

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

Intersection #1 MacArthur Blvd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	5	Average Delay (sec/veh):	29.6
Optimal Cycle:	27	Level Of Service:	C

Street Name:	MacArthur Boulevard						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 4	0 2	2	0 4	0 1	1	0 3	0 1	2	0 3	0 1
Volume Module: >> Count Date: 16 Mar 2011 << Existing PM Peak Hour												
Base Vol:	528	814	421	258	671	40	45	804	554	606	738	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	814	421	258	671	40	45	804	554	606	738	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	528	814	421	258	671	40	45	804	554	606	738	380
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	528	814	0	258	671	40	45	804	554	606	738	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	528	814	0	258	671	40	45	804	554	606	738	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	528	814	0	258	671	40	45	804	554	606	738	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.03	0.97	0.94	1.03	0.97	1.06	1.06	0.97	1.06	1.03	0.97	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.:	3916	7348	3553	3916	7348	2019	2019	5511	2019	3916	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.00	0.07	0.09	0.02	0.02	0.15	0.27	0.15	0.13	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.24	0.26	0.00	0.15	0.16	0.16	0.08	0.26	0.51	0.28	0.46	0.00
Volume/Cap:	0.55	0.43	0.00	0.43	0.55	0.12	0.29	0.55	0.54	0.55	0.29	0.00
Delay/Veh:	33.8	31.3	0.0	39.0	39.0	35.8	44.6	32.3	17.4	31.4	16.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	31.3	0.0	39.0	39.0	35.8	44.6	32.3	17.4	31.4	16.6	0.0
LOS by Move:	C	C	A	D	D	D	D	C	B	C	B	A
HCM2kAvgQ:	7	6	0	4	6	1	2	8	12	7	5	0

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

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Uptown Newport - Existing Conditions
PM Peak Hour - HCM

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

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	5	Average Delay (sec/veh):	21.1
Optimal Cycle:	31	Level Of Service:	C

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 2	2	0 4	0 0	0	0 0	0 0	2	0 0	0 2
Volume Module: >> Count Date: 3 May 2011 << Existing PM Peak Hour												
Base Vol:	0	1254	946	593	1274	0	0	0	0	659	0	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1254	946	593	1274	0	0	0	0	659	0	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1254	946	593	1274	0	0	0	0	659	0	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1254	946	593	1274	0	0	0	0	659	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1254	946	593	1274	0	0	0	0	659	0	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1254	946	593	1274	0	0	0	0	659	0	375
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.94	1.03	0.97	1.06	1.06	1.06	1.06	1.03	1.06	0.94
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	7348	3553	3916	7348	0	0	0	0	3916	0	3553
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.27	0.15	0.17	0.00	0.00	0.00	0.00	0.17	0.00	0.11
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.43	0.43	0.25	0.68	0.00	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.00	0.40	0.62	0.62	0.26	0.00	0.00	0.00	0.00	0.62	0.00	0.39
Delay/Veh:	0.0	19.6	22.8	34.8	6.3	0.0	0.0	0.0	0.0	32.9	0.0	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.6	22.8	34.8	6.3	0.0	0.0	0.0	0.0	32.9	0.0	29.8
LOS by Move:	A	B	C	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	7	12	8	4	0	0	0	0	10	0	5

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

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Uptown Newport - Existing Conditions
PM Peak Hour - HCM

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

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	5	Average Delay (sec/veh):	19.3
Optimal Cycle:	28	Level Of Service:	B

Street Name:	MacArthur Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	4	0 1	2	0 4	0 1	0 0	0	0 0	2	0 1	0 1
Volume Module: >> Count Date: 3 May 2011 << Existing PM Peak Hour												
Base Vol:	0	1583	660	592	984	340	0	0	0	639	175	613
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1583	660	592	984	340	0	0	0	639	175	613
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1583	660	592	984	340	0	0	0	639	175	613
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1583	660	592	984	340	0	0	0	639	175	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1583	660	592	984	340	0	0	0	639	175	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1583	660	592	984	340	0	0	0	639	175	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.03	0.97	1.06	1.06	1.06	1.06	1.03	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	7348	2019	3916	7348	2019	0	0	0	3916	2019	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.33	0.15	0.13	0.17	0.00	0.00	0.00	0.16	0.09	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.39	0.68	0.27	0.66	0.66	0.00	0.00	0.00	0.29	0.29	0.00
Volume/Cap:	0.00	0.56	0.48	0.56	0.20	0.26	0.00	0.00	0.00	0.56	0.30	0.00
Delay/Veh:	0.0	24.2	7.9	32.0	6.8	7.2	0.0	0.0	0.0	30.5	27.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.2	7.9	32.0	6.8	7.2	0.0	0.0	0.0	30.5	27.7	0.0
LOS by Move:	A	C	A	C	A	A	A	A	A	C	C	A
HCM2kAvgQ:	0	10	9	8	3	4	0	0	0	9	4	0

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

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Uptown Newport - Existing Conditions
PM Peak Hour - HCM

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	5	Average Delay (sec/veh):	8.8
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Jamboree Rd									I-405 NB Ramps		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1	0	0	4	0	2	0	0	0	0	0	3	0	0	0	1
Volume Module: >> Count Date: 15 Mar 2011 << Existing PM Peak Hour												
Base Vol:	0	2329	965	0	1498	1303	0	0	0	592	0	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2329	965	0	1498	1303	0	0	0	592	0	363
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2329	965	0	1498	1303	0	0	0	592	0	363
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2329	0	0	1498	0	0	0	0	592	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2329	0	0	1498	0	0	0	0	592	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2329	0	0	1498	0	0	0	0	592	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	1.03	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5875	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.77	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Volume/Cap:	0.00	0.55	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.55	0.00	0.00
Delay/Veh:	0.0	4.9	0.0	0.0	3.4	0.0	0.0	0.0	0.0	37.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.9	0.0	0.0	3.4	0.0	0.0	0.0	0.0	37.7	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	10	0	0	4	0	0	0	0	6	0	0

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

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Uptown Newport - Existing Conditions
PM Peak Hour - HCM

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	5	Average Delay (sec/veh):	17.8
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Jamboree Road									I-405 SB Ramps		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	0	0	4	0	1	2	0	0	0	2	1	0	0	0	0
Volume Module: >> Count Date: 15 Mar 2011 << Existing PM Peak Hour												
Base Vol:	0	2330	694	0	1512	542	1037	0	524	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2330	694	0	1512	542	1037	0	524	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2330	694	0	1512	542	1037	0	524	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2330	0	0	1512	0	1037	0	524	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2330	0	0	1512	0	1037	0	524	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2330	0	0	1512	0	1037	0	524	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	1.03	1.06	0.94	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	1.00	0.00	0.00
Final Sat.:	0	7348	2019	0	7348	2019	3916	0	3553	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.21	0.00	0.26	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.52	0.00	0.00	0.52	0.00	0.43	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	0.61	0.00	0.00	0.40	0.00	0.61	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	0.0	17.3	0.0	0.0	14.7	0.0	22.6	0.0	19.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.3	0.0	0.0	14.7	0.0	22.6	0.0	19.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	B	A	A	A
HCM2kAvgQ:	0	13	0	0	7	0	13	0	6	0	0	0

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

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Uptown Newport - Existing Conditions
PM Peak Hour - HCM

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

Intersection #26 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	0	Average Delay (sec/veh):	16.8
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 2	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module: >> Count Date: 22 Mar 2011 <<												
Base Vol:	4	1420	27	284	1678	2	18	3	11	34	0	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1420	27	284	1678	2	18	3	11	34	0	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1420	27	284	1678	2	18	3	11	34	0	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1420	27	284	1678	2	18	3	11	34	0	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1420	27	284	1678	2	18	3	11	34	0	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1420	27	284	1678	2	18	3	11	34	0	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	2.00	2.99	0.01	1.00	0.21	0.79	1.00	1.00	1.00
Final Sat.:	1900	5090	97	3686	5181	6	1900	407	1493	1900	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.08	0.32	0.32	0.01	0.01	0.01	0.02	0.00	0.18
Crit Moves:		****		****			****					****
Green/Cycle:	0.00	0.51	0.51	0.14	0.65	0.65	0.02	0.10	0.10	0.25	0.00	0.33
Volume/Cap:	0.50	0.54	0.54	0.54	0.50	0.50	0.54	0.07	0.07	0.07	0.00	0.54
Delay/Veh:	91.1	16.7	16.7	41.1	9.2	9.2	66.2	40.9	40.9	29.1	0.0	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.1	16.7	16.7	41.1	9.2	9.2	66.2	40.9	40.9	29.1	0.0	28.4
LOS by Move:	F	B	B	D	A	A	E	D	D	C	A	C
HCM2kAvgQ:	1	11	11	5	10	10	1	0	0	1	0	9

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

Uptown Newport - Existing Conditions
PM Peak Hour - HCM

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	0	Average Delay (sec/veh):	9.0
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 1	0	0 2	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module: >> Count Date: 19 May 2011 << Existing PM Peak Hour												
Base Vol:	818	941	836	0	819	501	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	818	941	836	0	819	501	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	818	941	836	0	819	501	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	818	941	836	0	819	501	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	818	941	836	0	819	501	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	818	941	836	0	819	501	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	0.95	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.59	1.41	0.00	2.48	1.52	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3686	2867	2548	0	4291	2625	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.33	0.33	0.00	0.19	0.19	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.54	1.00	1.00	0.00	0.46	0.46	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.41	0.33	0.33	0.00	0.41	0.41	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	13.9	0.0	0.0	0.0	17.9	17.9	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	0.0	0.0	0.0	17.9	17.9	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2kAvgQ:	7	0	0	0	7	7	0	0	0	0	0	0

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

Uptown Newport - Existing Conditions
PM Peak Hour - HCM

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

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	0	Average Delay (sec/veh):	16.7
Optimal Cycle:	37	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			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 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module: >> Count Date: 19 May 2011 << Existing PM Peak Hour												
Base Vol:	0	1816	106	0	896	0	772	502	897	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1816	106	0	896	0	772	502	897	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1816	106	0	896	0	772	502	897	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1816	106	0	896	0	772	502	897	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1816	106	0	896	0	772	502	897	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1816	106	0	896	0	772	502	897	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00	1.00
Lanes:	0.00	4.72	0.28	0.00	3.00	0.00	1.82	1.18	2.00	0.00	0.00	0.00
Final Sat.:	0	8168	477	0	5187	0	3281	2134	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.00	0.17	0.00	0.24	0.24	0.27	0.00	0.00	0.00
Crit Moves:		****			****				****			
Green/Cycle:	0.00	0.45	0.45	0.00	0.45	0.00	0.55	0.55	0.55	0.00	0.00	0.00
Volume/Cap:	0.00	0.49	0.49	0.00	0.38	0.00	0.43	0.43	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	19.3	19.3	0.0	18.2	0.0	13.5	13.5	14.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.3	19.3	0.0	18.2	0.0	13.5	13.5	14.2	0.0	0.0	0.0
LOS by Move:	A	B	B	A	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	9	9	0	6	0	8	8	9	0	0	0

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

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APPENDIX E

STATE HIGHWAY ANALYSIS – INTERSECTION ANALYSIS WORKSHEETS

E-2 – 2018 CUMULATIVE CONDITIONS WITHOUT PROJECT

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

Scenario Report

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

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

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	9.6
	Zone 202 Subtotal					272	932	1204	9.6
205	Banning Ranc	1.00	Banning Ranch	236.00	581.00	236	581	817	6.5
	Zone 205 Subtotal					236	581	817	6.5
301	Irvine 13,15	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	4959	12398	99.1

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

Trip Generation Report

Forecast for Koll Project AM

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 without Project - CEQA Analysis
AM Peak Hour - HCM

Turning Movement Report
Cumulative AM + Koll Project AM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 MacArthur Blvd/Main St													
Base	922	959	1366	391	541	105	87	575	301	277	624	230	6378
Added	0	32	0	0	9	0	0	0	0	0	0	0	41
Total	922	991	1366	391	550	105	87	575	301	277	624	230	6419
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	2500	330	203	1065	0	0	0	0	964	0	679	5741
Added	0	32	32	0	9	0	0	0	0	0	0	0	73
Total	0	2532	362	203	1074	0	0	0	0	964	0	679	5814
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	1598	407	185	1273	544	0	0	0	1008	301	1200	6516
Added	0	64	0	0	9	0	0	0	0	9	0	0	82
Total	0	1662	407	185	1282	544	0	0	0	1017	301	1200	6598
#4 MacArthur Blvd/Michelson Dr													
Base	236	1390	249	362	1937	0	306	163	47	129	130	321	5269
Added	0	64	0	0	18	0	0	0	0	0	0	0	82
Total	236	1454	249	362	1955	0	306	163	47	129	130	321	5351
#5 MacArthur Blvd/Campus Dr													
Base	84	1170	121	281	1028	298	418	822	105	101	559	179	5167
Added	0	110	0	0	32	2	6	0	0	0	0	0	150
Commit	0	21	0	0	50	0	0	1	0	0	0	0	72
Total	84	1301	121	281	1110	300	424	823	105	101	559	179	5389
#6 MacArthur Blvd/Birch St													
Base	35	737	92	96	650	215	113	256	57	26	137	38	2453
Added	0	109	0	5	32	0	0	4	0	0	15	17	182
Commit	1	17	0	0	41	13	3	3	0	0	13	0	91
Total	36	863	92	101	723	228	116	263	57	26	165	55	2726
#7 MacArthur Blvd/Von Karman Ave													
Base	105	778	723	43	295	164	25	88	21	83	120	11	2456
Added	0	109	118	0	32	0	0	2	0	100	6	0	367
Commit	0	33	1	6	46	0	0	0	0	1	2	0	89
Total	105	920	842	49	373	164	25	90	21	184	128	11	2912
#8 MacArthur Blvd/Jamboree Rd													
Base	164	1377	499	77	341	137	401	998	173	369	690	193	5418
Added	0	195	68	0	114	18	31	242	0	59	145	0	872
Commit	1	18	1	3	38	12	16	37	0	0	66	8	200
Total	165	1590	568	80	493	167	448	1277	173	428	901	201	6490

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

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#9 MacArthur Blvd/Fairchild Rd													
Base	0	2603	572	296	837	0	0	0	0	31	0	22	4361
Added	0	98	0	0	44	0	0	0	0	0	0	0	142
Total	0	2701	572	296	881	0	0	0	0	31	0	22	4503
#10 MacArthur Blvd NB/Univeristy Dr													
Base	54	0	250	0	0	0	0	1109	107	343	845	0	2708
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	54	0	250	0	0	0	0	1184	107	343	867	0	2805
#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	144	432	93	95	1198	316	312	524	284	362	1237	136	5133
Added	0	4	0	0	1	0	0	0	0	0	0	0	5
Total	144	436	93	95	1199	316	312	524	284	362	1237	136	5138
#13 Von Karman Ave/Michelson Dr													
Base	55	946	76	175	714	146	177	189	43	216	551	478	3768
Added	0	4	0	0	1	0	0	0	0	0	0	0	5
Total	55	950	76	175	715	146	177	189	43	216	551	478	3773
#14 Von Karman Ave/Dupont Dr													
Base	98	1047	42	82	761	41	4	76	55	93	154	89	2542
Added	0	4	0	0	1	0	0	0	0	0	0	0	5
Total	98	1051	42	82	762	41	4	76	55	93	154	89	2547
#15 Von Karman Ave/Campus Dr													
Base	20	776	65	58	497	125	293	473	44	108	533	123	3114
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	20	781	67	58	500	125	293	473	44	108	536	123	3127
#16 Von Karman Ave/Birch St													
Base	19	491	41	47	305	120	95	179	28	39	151	19	1534
Added	17	113	1	0	75	0	0	1	8	0	15	1	231
Total	36	604	42	47	380	120	95	180	36	39	166	20	1765
#17 Teller Ave/Campus Dr													
Base	8	62	24	26	139	86	110	379	45	67	607	215	1767
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8	62	24	26	139	86	110	379	45	67	607	215	1767

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

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Teller Ave/Birch St													
Base	2	1	5	21	9	18	29	101	16	45	249	26	522
Added	0	0	13	0	0	0	0	4	0	4	1	0	22
Total	2	1	18	21	9	18	29	105	16	49	250	26	544
#19 Jamboree Rd/Main St													
Base	670	1722	203	466	2621	644	145	293	272	735	765	109	8646
Added	0	32	0	0	9	0	0	0	0	0	0	0	41
Total	670	1754	203	466	2630	644	145	293	272	735	765	109	8687
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	1852	638	0	1987	1778	0	0	0	1516	0	940	8711
Added	0	32	0	0	9	0	0	0	0	4	0	0	45
Total	0	1884	638	0	1996	1778	0	0	0	1520	0	940	8756
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	1792	647	0	3162	307	720	0	1726	0	0	0	8356
Added	0	32	13	0	13	0	0	0	0	0	0	0	58
Total	0	1824	660	0	3175	307	720	0	1726	0	0	0	8414
#22 Jamboree Rd/Michelson Dr													
Base	169	1531	192	622	2771	550	296	232	89	424	535	641	8053
Added	0	45	0	0	13	0	0	0	0	0	0	0	58
Total	169	1576	192	622	2784	550	296	232	89	424	535	641	8111
#23 Jamboree Rd/Dupont Dr													
Base	234	1614	12	50	2287	499	65	12	39	38	62	152	5061
Added	0	45	0	0	13	0	0	0	0	0	0	0	58
Total	234	1659	12	50	2300	499	65	12	39	38	62	152	5119
#24 Jamboree Rd/Campus Dr													
Base	188	1461	67	311	1869	155	159	291	43	567	473	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	3	0	113
Total	188	1609	67	311	1977	155	159	293	44	568	476	210	6055
#25 Jamboree Rd/Birch St													
Base	160	1596	1	5	1960	520	140	2	27	0	0	0	4411
Added	0	99	0	0	30	5	17	0	0	0	0	0	151
Commit	0	33	0	0	74	1	0	0	0	0	0	0	108
Total	160	1728	1	5	2064	526	157	2	27	0	0	0	4670
#26 Jamboree Rd/Fairchild Rd													
Base	8	1714	39	327	1983	10	24	0	28	7	2	312	4455
Added	0	99	0	0	30	0	0	0	0	0	0	0	129
Total	8	1813	39	327	2013	10	24	0	28	7	2	312	4584

Uptown Newport
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#27 Jamboree Rd/Bristol St N													
Base	547	769	594	0	674	243	0	0	0	0	0	0	2827
Added	0	274	0	0	160	2	0	0	0	0	0	0	436
Commit	29	48	21	0	89	13	0	0	0	0	0	0	200
Total	576	1091	615	0	923	258	0	0	0	0	0	0	3463
#28 Jamboree Rd./Bristol St													
Base	0	1203	28	0	698	0	656	255	998	0	0	0	3838
Added	0	268	0	0	160	0	6	0	0	0	0	0	434
Commit	0	116	0	0	90	0	5	4	111	0	0	0	326
Total	0	1587	28	0	948	0	667	259	1109	0	0	0	4598
#29 Jamboree Rd/Bayview Wy													
Base	14	1550	35	91	1654	28	123	0	42	20	0	39	3597
Added	0	268	0	0	160	0	0	0	0	0	0	0	428
Commit	6	30	0	0	76	14	1	0	1	0	0	0	128
Total	20	1848	35	91	1890	42	124	0	43	20	0	39	4153
#30 Jamboree Rd/University Dr													
Base	96	1305	194	68	1278	274	413	105	35	284	134	167	4353
Added	0	268	75	0	160	0	0	0	0	22	0	0	525
Commit	0	93	5	0	178	0	0	1	0	1	1	4	283
Total	96	1666	274	68	1616	274	413	106	35	307	135	171	5161
#31 Carlson Ave/Michelson Dr													
Base	475	128	151	28	27	237	461	542	72	204	940	91	3356
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	475	128	151	28	27	237	461	542	72	204	940	91	3356
#32 Carlson Ave/Campus Dr													
Base	0	0	0	153	2	381	118	496	0	0	895	91	2135
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	153	2	381	118	496	0	0	895	91	2135
#33 Harvard Ave/Michelson Dr													
Base	101	305	25	154	747	478	146	259	56	138	792	197	3399
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	101	305	25	154	747	478	146	259	56	138	792	197	3399
#34 Campus Dr/Bristol St N													
Base	401	1488	0	0	235	143	0	0	0	136	957	157	3517
Added	0	170	0	0	65	37	0	0	0	3	14	0	289
Commit	0	6	0	0	1	2	0	0	0	0	8	0	17
Total	401	1664	0	0	301	182	0	0	0	139	979	157	3823

Uptown Newport
Year 2018 without Project - CEQA Analysis
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#35 Birch St/Bristol St N													
Base	93	858	0	0	132	102	0	0	0	392	1071	222	2870
Added	0	4	0	0	0	15	0	0	0	0	2	0	21
Commit	6	8	0	0	26	0	0	0	0	50	1	0	91
Total	99	870	0	0	158	117	0	0	0	442	1074	222	2982
#36 Campus Dr/Bristol St													
Base	0	916	187	99	274	0	1065	1468	420	0	0	0	4428
Added	0	152	1	0	68	0	19	3	0	0	0	0	243
Commit	0	4	0	0	1	0	3	26	0	0	0	0	34
Total	0	1072	188	99	343	0	1087	1497	420	0	0	0	4705
#37 Birch St/Bristol St S													
Base	0	269	253	178	345	0	673	967	144	0	0	0	2829
Added	0	0	0	0	0	0	4	0	0	0	0	0	4
Commit	0	14	14	0	76	0	0	2	25	0	0	0	131
Total	0	283	267	178	421	0	677	969	169	0	0	0	2964
#38 Bayview Pl/Bristol St													
Base	0	0	81	0	0	0	0	2406	266	0	0	0	2753
Added	0	0	0	0	0	0	0	6	0	0	0	0	6
Commit	0	0	2	0	0	0	0	50	1	0	0	0	53
Total	0	0	83	0	0	0	0	2462	267	0	0	0	2812
#39 Irvine Avenue / Mesa Drive													
Base	68	978	328	9	481	33	86	143	94	166	34	7	2427
Added	0	153	0	0	68	0	0	0	0	0	0	0	221
Commit	0	2	26	0	0	0	0	0	1	6	0	0	35
Total	68	1133	354	9	549	33	86	143	95	172	34	7	2683
#40 University Dr/Campus Dr													
Base	93	568	324	109	1726	212	198	384	16	37	437	249	4352
Added	0	75	0	0	22	0	0	0	0	0	0	0	97
Total	93	643	324	109	1748	212	198	384	16	37	437	249	4449
#41 Mesa Rd/University Dr													
Base	35	0	70	0	0	0	0	944	108	154	1785	0	3095
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	35	0	70	0	0	0	0	1019	108	154	1807	0	3192
#42 California Ave/University Dr													
Base	40	0	86	0	0	0	0	1054	314	742	1121	0	3357
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	40	0	86	0	0	0	0	1129	314	742	1143	0	3454

Uptown Newport
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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	28.9	0.527	C	28.8	0.528	-0.012 D/V
# 2 MacArthur Blvd/I-405 NB Ramps	C	21.0	0.688	C	21.0	0.693	-0.032 D/V
# 3 MacArthur Blvd/I-405 SB Ramps	B	19.9	0.652	C	20.0	0.655	+ 0.170 D/V
# 4 MacArthur Blvd/Michelson Dr	C	25.2	0.588	C	25.1	0.591	-0.126 D/V
# 5 MacArthur Blvd/Campus Dr	C	27.4	0.552	C	27.2	0.573	-0.188 D/V
# 6 MacArthur Blvd/Birch St	C	22.9	0.357	C	22.7	0.401	-0.160 D/V
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.569	B	xxxxx	0.652	+ 0.083 V/C
# 8 MacArthur Blvd/Jamboree Rd	C	27.4	0.628	C	29.3	0.743	+ 1.822 D/V
# 9 MacArthur Blvd/Fairchild Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
# 10 MacArthur Blvd NB/Univeristy D	F	345.9	1.556	F	405.7	1.612	+59.784 D/V
# 11 MacArthur Blvd SB/University D	F	77.9	1.152	F	104.3	1.208	+26.411 D/V
# 12 Von Karman Ave/Main St	F	OVRFL	3.099	F	OVRFL	3.102	+23.737 D/V
# 13 Von Karman Ave/Michelson Dr	C	27.9	0.604	C	27.9	0.605	-0.012 D/V
# 14 Von Karman Ave/Dupont Dr	B	15.9	0.426	B	15.8	0.427	-0.022 D/V
# 15 Von Karman Ave/Campus Dr	C	27.3	0.596	C	27.3	0.598	+ 0.014 D/V
# 16 Von Karman Ave/Birch St	C	20.3	0.257	B	19.7	0.292	-0.617 D/V
# 17 Teller Ave/Campus Dr	E	61.0	0.963	E	61.0	0.963	+ 0.000 D/V
# 18 Teller Ave/Birch St	B	12.1	0.045	B	12.3	0.047	+ 0.172 D/V
# 19 Jamboree Rd/Main St	C	31.5	0.829	C	31.5	0.830	-0.024 D/V
# 20 Jamboree Rd/I-405 NB Ramps	B	18.4	0.640	B	18.4	0.647	-0.011 D/V
# 21 Jamboree Rd/I-405 SB Ramps	D	48.1	1.055	D	48.4	1.057	+ 0.373 D/V
# 22 Jamboree Rd/Michelson Dr	C	28.3	0.721	C	28.3	0.722	-0.027 D/V
# 23 Jamboree Rd/Dupont Dr	B	17.1	0.804	B	17.0	0.807	-0.071 D/V

Uptown Newport
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AM Peak Hour - HCM

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Jamboree Rd/Campus Dr	C	25.4	0.697	C	25.1	0.712	-0.249 D/V
# 25 Jamboree Rd/Birch St	A	6.5	0.510	A	6.6	0.536	+ 0.104 D/V
# 26 Jamboree Rd/Fairchild Rd	B	17.9	0.629	B	17.7	0.658	-0.178 D/V
# 27 Jamboree Rd/Bristol St N	A	7.9	0.294	A	7.5	0.349	-0.419 D/V
# 28 Jamboree Rd./Bristol St	B	17.8	0.494	B	19.3	0.578	+ 1.512 D/V
# 29 Jamboree Rd/Bayview Wy	A	8.1	0.340	A	7.3	0.383	-0.827 D/V
# 30 Jamboree Rd/University Dr	C	21.9	0.523	C	20.4	0.595	-1.527 D/V
# 31 Carlson Ave/Michelson Dr	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
# 32 Carlson Ave/Campus Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
# 33 Harvard Ave/Michelson Dr	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000 V/C
# 34 Campus Dr/Bristol St N	B	18.2	0.451	B	18.3	0.489	+ 0.129 D/V
# 35 Birch St/Bristol St N	B	17.9	0.444	B	18.0	0.454	+ 0.100 D/V
# 36 Campus Dr/Bristol St	B	16.8	0.573	B	17.7	0.599	+ 0.955 D/V
# 37 Birch St/Bristol St S	B	16.8	0.354	B	17.1	0.362	+ 0.312 D/V
# 38 Bayview Pl/Bristol St	A	1.8	0.376	A	1.8	0.385	+ 0.013 D/V
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.336	A	xxxxx	0.369	+ 0.033 V/C
# 40 University Dr/Campus Dr	E	xxxxx	0.936	E	xxxxx	0.942	+ 0.007 V/C
# 41 Mesa Rd/University Dr	B	xxxxx	0.602	B	xxxxx	0.608	+ 0.007 V/C
# 42 California Ave/University Dr	D	xxxxx	0.820	D	xxxxx	0.844	+ 0.023 V/C
# 43 Birch Dwy	A	0.3	0.000	A	0.3	0.000	+ 0.000 D/V
#238 Proj Dwy on Jamboree Rd	E	39.5	0.071	E	43.1	0.079	+ 3.511 D/V

Uptown Newport
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AM Peak Hour - HCM

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

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	5	Average Delay (sec/veh):	21.0
Optimal Cycle:	38	Level Of Service:	C

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	2	2	0	4	0	0	0	0	0	0	0	2	0	0	0	2
Volume Module:												
Base Vol:	0	2391	316	194	1018	0	0	0	0	922	0	649
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	2500	330	203	1065	0	0	0	0	964	0	679
Added Vol:	0	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	2532	362	203	1074	0	0	0	0	964	0	679
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2532	362	203	1074	0	0	0	0	964	0	679
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2532	362	203	1074	0	0	0	0	964	0	679
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2532	362	203	1074	0	0	0	0	964	0	679
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.79	0.98	0.97	1.06	1.06	1.06	1.06	0.98	1.06	0.79
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	7348	3020	3721	7348	0	0	0	0	3721	0	3020
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.12	0.05	0.15	0.00	0.00	0.00	0.00	0.26	0.00	0.22
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.50	0.50	0.08	0.58	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.69	0.24	0.69	0.25	0.00	0.00	0.00	0.00	0.69	0.00	0.60
Delay/Veh:	0.0	19.9	14.4	51.9	10.6	0.0	0.0	0.0	0.0	28.0	0.0	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.9	14.4	51.9	10.6	0.0	0.0	0.0	0.0	28.0	0.0	26.2
LOS by Move:	A	B	B	D	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	16	3	3	4	0	0	0	0	14	0	10

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

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

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	5	Average Delay (sec/veh):	20.0
Optimal Cycle:	34	Level Of Service:	C

Street Name:	MacArthur Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	4	0	1	0	0	0	0	0	2	0	1	0	1
Volume Module:												
Base Vol:	0	1528	389	177	1217	520	0	0	0	964	288	1148
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1598	407	185	1273	544	0	0	0	1008	301	1200
Added Vol:	0	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	1662	407	185	1282	544	0	0	0	1017	301	1200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1662	407	185	1282	544	0	0	0	1017	301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1662	407	185	1282	544	0	0	0	1017	301	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1662	407	185	1282	544	0	0	0	1017	301	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.90	0.98	0.97	0.90	1.06	1.06	1.06	0.88	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	7348	1716	3721	7348	1716	0	0	0	3329	2019	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.24	0.05	0.17	0.32	0.00	0.00	0.00	0.31	0.15	0.00
Crit Moves:	****					****				****		
Green/Cycle:	0.00	0.40	0.86	0.09	0.48	0.48	0.00	0.00	0.00	0.47	0.47	0.00
Volume/Cap:	0.00	0.57	0.27	0.57	0.36	0.66	0.00	0.00	0.00	0.66	0.32	0.00
Delay/Veh:	0.0	23.8	1.3	46.3	16.2	21.4	0.0	0.0	0.0	21.5	16.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.8	1.3	46.3	16.2	21.4	0.0	0.0	0.0	21.5	16.9	0.0
LOS by Move:	A	C	A	D	B	C	A	A	A	C	B	A
HCM2kAvgQ:	0	11	2	3	7	13	0	0	0	13	6	0

Uptown Newport
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	5	Average Delay (sec/veh):	18.4
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1	0	0	4	0	2	0	0	0	0	0	3	0	0	0	1
Volume Module:												
Base Vol:	0	1771	610	0	1900	1700	0	0	0	1450	0	899
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1852	638	0	1987	1778	0	0	0	1516	0	940
Added Vol:	0	32	0	0	9	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1884	638	0	1996	1778	0	0	0	1520	0	940
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1884	0	0	1996	0	0	0	0	1520	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1884	0	0	1996	0	0	0	0	1520	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	1884	0	0	1996	0	0	0	0	1520	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	0.98	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5581	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.27	0.00	0.00
Crit Moves:		****			****					****		
Green/Cycle:	0.00	0.53	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.42	0.00	0.00
Volume/Cap:	0.00	0.65	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.65	0.00	0.00
Delay/Veh:	0.0	17.4	0.0	0.0	15.4	0.0	0.0	0.0	0.0	23.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.4	0.0	0.0	15.4	0.0	0.0	0.0	0.0	23.6	0.0	0.0
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	A
HCM2kAvgQ:	0	15	0	0	10	0	0	0	0	13	0	0

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

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.057
Loss Time (sec):	5	Average Delay (sec/veh):	48.4
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	0	0	4	0	1	2	0	0	0	2	1	0	0	0	0
Volume Module:												
Base Vol:	0	1714	619	0	3024	294	689	0	1651	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1792	647	0	3162	307	720	0	1726	0	0	0
Added Vol:	0	32	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	1824	660	0	3175	307	720	0	1726	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1824	0	0	3175	0	720	0	1726	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1824	0	0	3175	0	720	0	1726	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1824	0	0	3175	0	720	0	1726	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	0.98	1.06	0.79	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	1.00	0.00	0.00
Final Sat.:	0	7348	2019	0	7348	2019	3721	0	3020	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.43	0.00	0.19	0.00	0.57	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.54	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.00	0.61	0.00	0.00	1.06	0.00	0.36	0.00	1.06	0.00	0.00	0.00
Delay/Veh:	0.0	23.6	0.0	0.0	63.4	0.0	13.2	0.0	61.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.6	0.0	0.0	63.4	0.0	13.2	0.0	61.9	0.0	0.0	0.0
LOS by Move:	A	C	A	A	E	A	B	A	E	A	A	A
HCM2kAvgQ:	0	12	0	0	35	0	6	0	42	0	0	0

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

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.349
Loss Time (sec):	0	Average Delay (sec/veh):	7.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1	0	0 2	1	0	0 0	0	0	0 0	0
Volume Module:												
Base Vol:	510	717	554	0	629	227	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	547	769	594	0	674	243	0	0	0	0	0	0
Added Vol:	0	274	0	0	160	2	0	0	0	0	0	0
Committed P:	29	48	21	0	89	13	0	0	0	0	0	0
Initial Fut:	576	1091	615	0	923	258	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	1091	615	0	923	258	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	576	1091	615	0	923	258	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	1091	615	0	923	258	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	1.00	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.92	1.08	0.00	3.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3502	3276	1847	0	5016	1672	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.33	0.33	0.00	0.18	0.15	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.47	1.00	1.00	0.00	0.53	0.53	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.35	0.33	0.33	0.00	0.35	0.29	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	16.8	0.0	0.0	0.0	13.7	13.2	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	0.0	0.0	0.0	13.7	13.2	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2kAvgQ:	5	0	0	0	6	5	0	0	0	0	0	0

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

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

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	0	Average Delay (sec/veh):	19.3
Optimal Cycle:	44	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			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 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1122	26	0	651	0	656	255	998	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1203	28	0	698	0	656	255	998	0	0	0
Added Vol:	0	268	0	0	160	0	6	0	0	0	0	0
Committed P:	0	116	0	0	90	0	5	4	111	0	0	0
Initial Fut:	0	1587	28	0	948	0	667	259	1109	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1587	28	0	948	0	667	259	1109	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1587	28	0	948	0	667	259	1109	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1587	28	0	948	0	667	259	1109	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.90	0.90	0.75	1.00	1.00	1.00
Lanes:	0.00	4.91	0.09	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	8470	149	0	5187	0	3433	1717	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.00	0.18	0.00	0.19	0.15	0.39	0.00	0.00	0.00
Crit Moves:		****			****				****			
Green/Cycle:	0.00	0.32	0.32	0.00	0.32	0.00	0.68	0.68	0.68	0.00	0.00	0.00
Volume/Cap:	0.00	0.58	0.58	0.00	0.56	0.00	0.29	0.22	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	28.4	28.4	0.0	28.4	0.0	6.6	6.2	9.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.4	28.4	0.0	28.4	0.0	6.6	6.2	9.1	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	9	9	0	9	0	4	3	10	0	0	0

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

Scenario Report

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

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

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	557.00	926	557	1483	10.5
	Zone 202 Subtotal					926	557	1483	10.5
205	Banning Ranc	1.00	Banning Ranch	659.00	447.00	659	447	1106	7.8
	Zone 205 Subtotal					659	447	1106	7.8
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	2481.00	6609.00	2481	6609	9090	64
	Zone 304 Subtotal					2481	6609	9090	64.2
TOTAL						5543	8488	14031	99.1

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

Trip Generation Report

Forecast for Koll Project PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Koll Center	1.00	Koll	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 without Project - CEQA Analysis
PM Peak Hour - HCM

Turning Movement Report
Cumulative PM + Koll Project PM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 MacArthur Blvd/Main St													
Base	715	1202	520	281	1077	105	94	725	666	610	696	598	7289
Added	0	19	0	0	32	0	0	0	0	0	0	0	51
Total	715	1221	520	281	1109	105	94	725	666	610	696	598	7340
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	2055	1006	594	1730	0	0	0	0	623	0	298	6306
Added	0	19	18	0	32	0	0	0	0	0	0	0	69
Total	0	2074	1024	594	1762	0	0	0	0	623	0	298	6375
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	2375	703	617	1408	397	0	0	0	697	294	672	7163
Added	0	38	0	0	32	0	0	0	0	31	0	0	101
Total	0	2413	703	617	1440	397	0	0	0	728	294	672	7264
#4 MacArthur Blvd/Michelson Dr													
Base	134	1605	108	830	1805	0	471	203	102	487	96	821	6662
Added	0	38	0	0	63	0	0	0	0	0	0	0	101
Total	134	1643	108	830	1868	0	471	203	102	487	96	821	6763
#5 MacArthur Blvd/Campus Dr													
Base	119	1066	85	221	1143	735	368	688	110	128	1143	167	5972
Added	0	66	0	0	109	7	4	0	0	0	0	0	186
Commit	0	58	0	0	27	1	0	0	0	0	0	1	87
Total	119	1190	85	221	1279	743	372	688	110	128	1143	168	6245
#6 MacArthur Blvd/Birch St													
Base	120	722	27	46	916	184	274	197	58	99	391	129	3162
Added	0	62	0	16	107	0	0	15	0	0	9	10	219
Commit	0	40	0	0	21	8	18	18	0	0	8	0	113
Total	120	824	27	62	1044	192	292	230	58	99	408	139	3494
#7 MacArthur Blvd/Von Karman Ave													
Base	40	588	135	29	850	77	111	173	152	617	88	63	2923
Added	0	62	107	0	107	0	0	6	0	134	3	0	419
Commit	0	46	2	7	34	0	0	0	0	0	1	0	90
Total	40	696	244	36	991	77	111	179	152	751	92	63	3432
#8 MacArthur Blvd/Jamboree Rd													
Base	264	457	393	165	1054	322	208	1037	27	650	992	167	5735
Added	0	149	64	0	210	31	20	186	0	82	268	0	1010
Commit	6	42	1	4	21	11	11	70	0	1	49	3	219
Total	270	648	458	169	1285	364	239	1293	27	733	1309	170	6964

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

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#9 MacArthur Blvd/Fairchild Rd													
Base	0	1314	108	39	1854	0	0	0	0	436	0	191	3942
Added	0	72	0	0	102	0	0	0	0	0	0	0	174
Total	0	1386	108	39	1956	0	0	0	0	436	0	191	4116
#10 MacArthur Blvd NB/Univeristy Dr													
Base	26	0	328	0	0	0	0	941	90	655	782	0	2822
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	26	0	328	0	0	0	0	986	90	655	856	0	2941
#11 MacArthur Blvd SB/University Dr													
Base	8	0	100	0	0	0	0	773	36	298	430	0	1645
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	8	0	100	0	0	0	0	818	36	298	504	0	1764
#12 Von Karman Ave/Main St													
Base	326	1143	289	175	648	203	590	1734	177	128	727	109	6247
Added	0	2	0	0	4	0	0	0	0	0	0	0	6
Total	326	1145	289	175	652	203	590	1734	177	128	727	109	6253
#13 Von Karman Ave/Michelson Dr													
Base	70	1023	110	281	1417	204	218	550	100	187	709	370	5239
Added	0	2	0	0	4	0	0	0	0	0	0	0	6
Total	70	1025	110	281	1421	204	218	550	100	187	709	370	5245
#14 Von Karman Ave/Dupont Dr													
Base	62	1055	94	89	1360	37	21	173	153	66	205	138	3452
Added	0	2	0	0	4	0	0	0	0	0	0	0	6
Total	62	1057	94	89	1364	37	21	173	153	66	205	138	3458
#15 Von Karman Ave/Campus Dr													
Base	88	578	183	234	1029	298	230	660	64	120	848	79	4412
Added	0	2	0	0	4	0	0	0	0	0	0	0	6
Commit	0	3	3	0	1	0	0	0	0	0	2	0	9
Total	88	583	186	234	1034	298	230	660	64	120	850	79	4427
#16 Von Karman Ave/Birch St													
Base	44	428	58	16	602	123	106	189	19	10	217	41	1855
Added	10	85	0	1	122	0	0	3	28	1	9	1	260
Total	54	513	58	19	724	123	106	192	47	11	226	42	2115
#17 Teller Ave/Campus Dr													
Base	42	119	69	138	130	152	71	912	28	52	455	82	2249
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	42	119	69	138	130	152	71	912	28	52	455	82	2249

Uptown Newport
Year 2018 without Project - CEQA Analysis
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Teller Ave/Birch St													
Base	16	20	43	32	2	46	43	258	7	4	143	8	622
Added	0	0	7	0	0	0	0	2	0	12	4	0	25
Total	16	20	50	32	2	46	43	260	7	16	147	8	647
#19 Jamboree Rd/Main St													
Base	585	2809	510	341	2407	208	497	1251	782	595	377	314	10676
Added	0	19	0	0	32	0	0	0	0	0	0	0	51
Total	585	2828	510	341	2439	208	497	1251	782	595	377	314	10727
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	3671	962	0	2683	1192	0	0	0	768	0	239	9516
Added	0	19	0	0	32	0	0	0	0	12	0	0	63
Total	0	3690	962	0	2715	1192	0	0	0	780	0	239	9579
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	3005	1119	0	2997	669	1543	0	1060	0	0	0	10394
Added	0	19	7	0	44	0	0	0	0	0	0	0	70
Total	0	3024	1126	0	3041	669	1543	0	1060	0	0	0	10464
#22 Jamboree Rd/Michelson Dr													
Base	71	2504	581	1158	2115	451	1101	394	178	321	273	724	9871
Added	0	27	0	0	44	0	0	0	0	0	0	0	71
Total	71	2531	581	1158	2159	451	1101	394	178	321	273	724	9942
#23 Jamboree Rd/Dupont Dr													
Base	96	2479	30	190	2161	219	368	62	281	30	21	54	5993
Added	0	27	0	0	44	0	0	0	0	0	0	0	71
Total	96	2506	30	190	2205	219	368	62	281	30	21	54	6064
#24 Jamboree Rd/Campus Dr													
Base	117	2019	459	386	1841	193	411	567	268	160	389	268	7078
Added	0	70	0	0	115	0	0	0	0	0	0	0	185
Commit	0	72	1	0	44	0	0	3	0	1	2	0	123
Total	117	2161	460	386	2000	193	411	570	268	161	391	268	7386
#25 Jamboree Rd/Birch St													
Base	148	1970	1	1	2004	207	456	0	161	0	0	0	4948
Added	0	60	0	0	99	16	10	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	2147	223	466	0	162	0	0	0	5250
#26 Jamboree Rd/Fairchild Rd													
Base	18	1970	27	294	1981	3	68	26	106	20	10	299	4822
Added	0	60	0	0	99	0	0	0	0	0	0	0	159
Total	18	2030	27	294	2080	3	68	26	106	20	10	299	4981

Uptown Newport
Year 2018 without Project - CEQA Analysis
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#27 Jamboree Rd/Bristol St N													
Base	877	1009	896	0	878	537	0	0	0	0	0	0	4197
Added	0	206	0	0	292	7	0	0	0	0	0	0	505
Commit	22	106	57	0	61	8	0	0	0	0	0	0	254
Total	899	1321	953	0	1231	552	0	0	0	0	0	0	4956
#28 Jamboree Rd./Bristol St													
Base	0	1947	114	0	961	0	772	502	897	0	0	0	5192
Added	0	201	0	0	292	0	4	0	0	0	0	0	497
Commit	0	179	0	0	61	0	37	24	117	0	0	0	418
Total	0	2327	114	0	1314	0	813	526	1014	0	0	0	6107
#29 Jamboree Rd/Bayview Wy													
Base	51	1771	36	88	1821	62	54	0	27	39	0	86	4037
Added	0	201	0	0	292	0	0	0	0	0	0	0	493
Commit	2	83	0	0	39	3	4	0	10	0	0	0	141
Total	53	2055	36	88	2152	65	58	0	37	39	0	86	4671
#30 Jamboree Rd/University Dr													
Base	40	1536	257	161	1493	380	216	86	12	252	142	88	4663
Added	0	201	45	0	292	0	0	0	0	74	0	0	612
Commit	0	184	8	4	143	0	0	0	0	9	0	2	350
Total	40	1921	310	165	1928	380	216	86	12	335	142	90	5625
#31 Carlson Ave/Michelson Dr													
Base	94	82	357	145	145	473	547	1191	405	287	740	156	4621
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	94	82	357	145	145	473	547	1191	405	287	740	156	4621
#32 Carlson Ave/Campus Dr													
Base	0	0	0	190	0	186	354	1106	0	0	650	127	2614
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	190	0	186	354	1106	0	0	650	127	2614
#33 Harvard Ave/Michelson Dr													
Base	78	936	104	362	597	285	461	999	131	88	410	192	4643
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	78	936	104	362	597	285	461	999	131	88	410	192	4643
#34 Campus Dr/Bristol St N													
Base	478	651	0	0	799	763	0	0	0	235	1956	106	4988
Added	0	116	0	0	158	27	0	0	0	2	13	0	316
Commit	0	2	0	0	2	3	0	0	0	2	39	0	48
Total	478	769	0	0	959	793	0	0	0	239	2008	106	5352

Uptown Newport
Year 2018 without Project - CEQA Analysis
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#35 Birch St/Bristol St N													
Base	156	285	0	0	437	653	0	0	0	417	1475	137	3560
Added	0	15	0	0	0	9	0	0	0	0	7	0	31
Commit	37	38	0	0	17	0	0	0	0	31	4	0	127
Total	193	338	0	0	454	662	0	0	0	448	1486	137	3718
#36 Campus Dr/Bristol St													
Base	0	708	247	202	837	0	421	900	538	0	0	0	3852
Added	0	76	3	0	160	0	40	11	0	0	0	0	290
Commit	0	2	0	0	3	0	2	17	1	0	0	0	25
Total	0	786	250	202	1000	0	463	928	539	0	0	0	4167
#37 Birch St/Bristol St S													
Base	0	230	242	287	567	0	227	996	124	0	0	0	2673
Added	0	0	0	0	0	0	15	0	0	0	0	0	15
Commit	0	74	77	0	48	0	0	7	15	0	0	0	221
Total	0	304	319	287	615	0	242	1003	139	0	0	0	2909
#38 Bayview Pl/Bristol St													
Base	0	0	250	0	0	0	0	2614	101	0	0	0	2965
Added	0	0	0	0	0	0	0	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	2644	101	0	0	0	3018
#39 Irvine Avenue / Mesa Drive													
Base	49	603	153	6	1243	177	26	53	106	494	170	16	3096
Added	0	79	0	0	160	0	0	0	0	0	0	0	239
Commit	0	1	16	0	2	0	0	0	0	37	0	0	56
Total	49	683	169	6	1405	177	26	53	106	531	170	16	3391
#40 University Dr/Campus Dr													
Base	192	1540	370	78	931	78	384	608	117	249	556	115	5219
Added	0	45	0	0	74	0	0	0	0	0	0	0	119
Total	192	1585	370	78	1005	78	384	608	117	249	556	115	5338
#41 Mesa Rd/University Dr													
Base	152	0	204	0	0	0	0	2044	60	139	1093	0	3691
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	152	0	204	0	0	0	0	2089	60	139	1167	0	3810
#42 California Ave/University Dr													
Base	242	0	806	0	0	0	0	1251	59	89	1193	0	3639
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	242	0	806	0	0	0	0	1296	59	89	1267	0	3758

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

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	32.3	0.735	C	32.4	0.740	+ 0.075 D/V
# 2 MacArthur Blvd/I-405 NB Ramps	B	20.0	0.695	B	19.9	0.701	-0.103 D/V
# 3 MacArthur Blvd/I-405 SB Ramps	C	20.5	0.735	C	20.8	0.751	+ 0.319 D/V
# 4 MacArthur Blvd/Michelson Dr	D	35.1	0.867	D	35.3	0.872	+ 0.155 D/V
# 5 MacArthur Blvd/Campus Dr	C	30.3	0.847	C	30.0	0.853	-0.327 D/V
# 6 MacArthur Blvd/Birch St	C	29.2	0.537	C	29.7	0.576	+ 0.424 D/V
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.449	A	xxxxx	0.522	+ 0.073 V/C
# 8 MacArthur Blvd/Jamboree Rd	C	30.0	0.676	C	32.3	0.783	+ 2.225 D/V
# 9 MacArthur Blvd/Fairchild Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
# 10 MacArthur Blvd NB/Univeristy D	F	441.3	1.624	F	514.6	1.690	+73.229 D/V
# 11 MacArthur Blvd SB/University D	D	25.1	0.943	D	34.4	1.010	+ 9.254 D/V
# 12 Von Karman Ave/Main St	F	OVRFL	3.758	F	OVRFL	3.761	+44.190 D/V
# 13 Von Karman Ave/Michelson Dr	C	33.2	0.806	C	33.2	0.807	+ 0.021 D/V
# 14 Von Karman Ave/Dupont Dr	B	15.8	0.507	B	15.8	0.508	-0.014 D/V
# 15 Von Karman Ave/Campus Dr	C	32.9	0.817	C	32.9	0.819	+ 0.063 D/V
# 16 Von Karman Ave/Birch St	B	18.8	0.310	B	18.1	0.352	-0.761 D/V
# 17 Teller Ave/Campus Dr	F	149.5	1.216	F	149.5	1.216	+ 0.000 D/V
# 18 Teller Ave/Birch St	B	11.5	0.064	B	11.6	0.068	+ 0.128 D/V
# 19 Jamboree Rd/Main St	D	39.2	0.917	D	39.5	0.922	+ 0.225 D/V
# 20 Jamboree Rd/I-405 NB Ramps	B	10.9	0.846	B	11.1	0.852	+ 0.215 D/V
# 21 Jamboree Rd/I-405 SB Ramps	C	26.1	0.866	C	26.2	0.872	+ 0.100 D/V
# 22 Jamboree Rd/Michelson Dr	E	62.4	1.073	E	62.8	1.077	+ 0.434 D/V
# 23 Jamboree Rd/Dupont Dr	C	22.6	0.749	C	22.6	0.757	-0.029 D/V

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

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Jamboree Rd/Campus Dr	C	26.6	0.762	C	26.7	0.782	+ 0.040 D/V
# 25 Jamboree Rd/Birch St	B	11.3	0.595	B	11.1	0.625	-0.115 D/V
# 26 Jamboree Rd/Fairchild Rd	B	18.3	0.693	B	18.2	0.704	-0.104 D/V
# 27 Jamboree Rd/Bristol St N	A	9.3	0.467	A	9.2	0.527	-0.082 D/V
# 28 Jamboree Rd./Bristol St	B	17.7	0.556	B	19.0	0.641	+ 1.277 D/V
# 29 Jamboree Rd/Bayview Wy	A	8.8	0.380	A	8.1	0.422	-0.720 D/V
# 30 Jamboree Rd/University Dr	B	16.4	0.500	B	16.0	0.596	-0.405 D/V
# 31 Carlson Ave/Michelson Dr	D	xxxxx	0.820	D	xxxxx	0.820	+ 0.000 V/C
# 32 Carlson Ave/Campus Dr	D	xxxxx	0.810	D	xxxxx	0.810	+ 0.000 V/C
# 33 Harvard Ave/Michelson Dr	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000 V/C
# 34 Campus Dr/Bristol St N	C	24.1	0.705	C	24.1	0.723	+ 0.009 D/V
# 35 Birch St/Bristol St N	B	18.9	0.469	B	19.7	0.488	+ 0.724 D/V
# 36 Campus Dr/Bristol St	C	20.3	0.458	C	20.3	0.470	-0.087 D/V
# 37 Birch St/Bristol St S	B	19.4	0.326	B	20.0	0.349	+ 0.588 D/V
# 38 Bayview Pl/Bristol St	A	5.7	0.466	A	6.2	0.478	+ 0.501 D/V
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.510	A	xxxxx	0.556	+ 0.045 V/C
# 40 University Dr/Campus Dr	D	xxxxx	0.897	E	xxxxx	0.906	+ 0.009 V/C
# 41 Mesa Rd/University Dr	D	xxxxx	0.853	D	xxxxx	0.867	+ 0.014 V/C
# 42 California Ave/University Dr	B	xxxxx	0.698	C	xxxxx	0.712	+ 0.014 V/C
# 43 Birch Dwy	B	1.3	0.000	B	1.3	0.000	+ 0.000 D/V
#238 Proj Dwy on Jamboree Rd	F	109.9	0.787	F	143.1	0.962	+33.245 D/V

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

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

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	5	Average Delay (sec/veh):	19.9
Optimal Cycle:	39	Level Of Service:	B

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 2	2	0 4	0 0	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	1965	962	568	1654	0	0	0	0	596	0	285
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	2055	1006	594	1730	0	0	0	0	623	0	298
Added Vol:	0	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	2074	1024	594	1762	0	0	0	0	623	0	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2074	1024	594	1762	0	0	0	0	623	0	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2074	1024	594	1762	0	0	0	0	623	0	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2074	1024	594	1762	0	0	0	0	623	0	298
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.79	0.98	0.97	1.06	1.06	1.06	1.06	0.98	1.06	0.79
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	7348	3020	3721	7348	0	0	0	0	3721	0	3020
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.34	0.16	0.24	0.00	0.00	0.00	0.00	0.17	0.00	0.10
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.48	0.48	0.23	0.71	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.58	0.70	0.70	0.34	0.00	0.00	0.00	0.00	0.70	0.00	0.41
Delay/Veh:	0.0	18.8	21.7	38.1	5.5	0.0	0.0	0.0	0.0	37.3	0.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.8	21.7	38.1	5.5	0.0	0.0	0.0	0.0	37.3	0.0	32.5
LOS by Move:	A	B	C	D	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	12	13	8	5	0	0	0	0	10	0	5

Uptown Newport
Year 2018 without Project - CEQA Analysis
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	5	Average Delay (sec/veh):	20.8
Optimal Cycle:	45	Level Of Service:	C

Street Name:	MacArthur Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	2	0 4	0 1	0	0 0	0 0	2	0 1	0 1
Volume Module:												
Base Vol:	0	2271	672	590	1346	380	0	0	0	667	281	643
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	2375	703	617	1408	397	0	0	0	697	294	672
Added Vol:	0	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	2413	703	617	1440	397	0	0	0	728	294	672
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2413	703	617	1440	397	0	0	0	728	294	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2413	703	617	1440	397	0	0	0	728	294	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2413	703	617	1440	397	0	0	0	728	294	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.90	0.98	0.97	0.90	1.06	1.06	1.06	0.88	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	7348	1716	3721	7348	1716	0	0	0	3329	2019	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.41	0.17	0.20	0.23	0.00	0.00	0.00	0.22	0.15	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.44	0.73	0.22	0.66	0.66	0.00	0.00	0.00	0.29	0.29	0.00
Volume/Cap:	0.00	0.75	0.56	0.75	0.30	0.35	0.00	0.00	0.00	0.75	0.50	0.00
Delay/Veh:	0.0	24.6	6.8	40.3	7.3	7.8	0.0	0.0	0.0	35.4	30.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.6	6.8	40.3	7.3	7.8	0.0	0.0	0.0	35.4	30.0	0.0
LOS by Move:	A	C	A	D	A	A	A	A	A	D	C	A
HCM2kAvgQ:	0	16	9	9	5	5	0	0	0	12	8	0

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

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	5	Average Delay (sec/veh):	11.1
Optimal Cycle:	68	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0	1	0	0	4	0	2	0	0	0	0	0	3	0	0	0	1
Volume Module:												
Base Vol:	0	3511	920	0	2566	1140	0	0	0	734	0	229
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	3671	962	0	2683	1192	0	0	0	768	0	239
Added Vol:	0	19	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	3690	962	0	2715	1192	0	0	0	780	0	239
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3690	0	0	2715	0	0	0	0	780	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3690	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
FinalVolume:	0	3690	0	0	2715	0	0	0	0	780	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	0.98	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5581	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Moves:		****			****					****		
Green/Cycle:	0.00	0.79	0.00	0.00	0.79	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Volume/Cap:	0.00	0.85	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.85	0.00	0.00
Delay/Veh:	0.0	8.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	48.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	48.4	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	26	0	0	7	0	0	0	0	11	0	0

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

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	5	Average Delay (sec/veh):	26.2
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	0	0	4	0	1	2	0	0	0	2	1	0	0	0	0
Volume Module:												
Base Vol:	0	2874	1070	0	2866	640	1476	0	1014	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	3005	1119	0	2997	669	1543	0	1060	0	0	0
Added Vol:	0	19	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	3024	1126	0	3041	669	1543	0	1060	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3024	0	0	3041	0	1543	0	1060	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3024	0	0	3041	0	1543	0	1060	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3024	0	0	3041	0	1543	0	1060	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	0.98	1.06	0.79	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	1.00	0.00	0.00
Final Sat.:	0	7348	2019	0	7348	2019	3721	0	3020	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.41	0.00	0.41	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.47	0.00	0.00	0.47	0.00	0.48	0.00	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	0.87	0.00	0.00	0.87	0.00	0.87	0.00	0.74	0.00	0.00	0.00
Delay/Veh:	0.0	26.0	0.0	0.0	26.2	0.0	28.6	0.0	23.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.0	0.0	0.0	26.2	0.0	28.6	0.0	23.3	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	C	A	C	A	A	A
HCM2kAvgQ:	0	21	0	0	24	0	25	0	16	0	0	0

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

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	0	Average Delay (sec/veh):	9.2
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1	0	0 2	1	0	0 0	0	0	0 0	0
Volume Module:												
Base Vol:	818	941	836	0	819	501	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	877	1009	896	0	878	537	0	0	0	0	0	0
Added Vol:	0	206	0	0	292	7	0	0	0	0	0	0
Committed P:	22	106	57	0	61	8	0	0	0	0	0	0
Initial Fut:	899	1321	953	0	1231	552	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	899	1321	953	0	1231	552	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	899	1321	953	0	1231	552	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	899	1321	953	0	1231	552	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	1.00	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.74	1.26	0.00	2.76	1.24	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3502	2947	2127	0	4555	2043	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.45	0.45	0.00	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.49	1.00	1.00	0.00	0.51	0.51	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.53	0.45	0.45	0.00	0.53	0.53	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	18.0	0.1	0.1	0.0	16.4	16.4	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	0.1	0.1	0.0	16.4	16.4	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2kAvgQ:	9	1	1	0	9	9	0	0	0	0	0	0

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

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

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	0	Average Delay (sec/veh):	19.0
Optimal Cycle:	52	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			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 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1816	106	0	896	0	772	502	897	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1947	114	0	961	0	772	502	897	0	0	0
Added Vol:	0	201	0	0	292	0	4	0	0	0	0	0
Committed P:	0	179	0	0	61	0	37	24	117	0	0	0
Initial Fut:	0	2327	114	0	1314	0	813	526	1014	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2327	114	0	1314	0	813	526	1014	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2327	114	0	1314	0	813	526	1014	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2327	114	0	1314	0	813	526	1014	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	1.00	0.91	1.00	0.90	0.90	0.75	1.00	1.00	1.00
Lanes:	0.00	4.77	0.23	0.00	3.00	0.00	1.82	1.18	2.00	0.00	0.00	0.00
Final Sat.:	0	8185	400	0	5187	0	3117	2017	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.25	0.00	0.26	0.26	0.36	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.44	0.44	0.00	0.44	0.00	0.56	0.56	0.56	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.64	0.00	0.57	0.00	0.47	0.47	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	22.0	22.0	0.0	21.1	0.0	13.4	13.4	16.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.0	22.0	0.0	21.1	0.0	13.4	13.4	16.2	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	13	13	0	11	0	8	8	12	0	0	0

APPENDIX E

STATE HIGHWAY ANALYSIS – INTERSECTION ANALYSIS WORKSHEETS

E-3 – 2018 CUMULATIVE CONDITIONS WITH PHASE 1

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

Scenario Report

Scenario:	CEQA 2018 - w/Ph 1 AM HCM
Command:	CEQA 2018 - w/Ph 1 AM HCM
Volume:	2018 Ex+Commit - Ph 1 AM
Geometry:	Planned HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Cum+Koll+Ph 1 AM
Trip Distribution:	Cumul w/ Project
Paths:	Phase 1 Uptown
Routes:	Default Route
Configuration:	HCM

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

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	9.4
	Zone 202 Subtotal					272	932	1204	9.4
205	Banning Ranc	1.00	Banning Ranch	236.00	581.00	236	581	817	6.4
	Zone 205 Subtotal					236	581	817	6.4
301	Irvine 13,15	1.00	Irvine Approve	95.00	978.00	95	978	1073	8.4
	Zone 301 Subtotal					95	978	1073	8.4
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 14,26	1.00	Irvine Approve	6431.00	2009.00	6431	2009	8440	65
	Zone 304 Subtotal					6431	2009	8440	65.8
TOTAL						7439	4959	12398	96.7

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

Trip Generation Report

Forecast for Koll Project AM

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 - HCM

Trip Generation Report

Forecast for Uptown Phase 1 AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
100	Uptown Newpo	1.00	Uptown Newport	76.00	280.00	76	280	356	2.8
	Zone 100 Subtotal					76	280	356	2.8
103	Existing Con	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 2018 - Phase 1 - CEQA Analysis
AM Peak Hour - HCM

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

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 MacArthur Blvd/Main St													
Base	922	959	1366	391	541	105	87	575	301	277	624	230	6378
Added	0	46	0	0	12	0	0	0	0	0	0	0	58
Total	922	1005	1366	391	553	105	87	575	301	277	624	230	6436
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	2500	330	203	1065	0	0	0	0	964	0	679	5741
Added	0	46	52	0	12	0	0	0	0	0	0	0	110
Total	0	2546	382	203	1077	0	0	0	0	964	0	679	5851
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	1598	407	185	1273	544	0	0	0	1008	301	1200	6516
Added	0	98	0	0	12	0	0	0	0	14	0	0	124
Total	0	1696	407	185	1285	544	0	0	0	1022	301	1200	6640
#4 MacArthur Blvd/Michelson Dr													
Base	236	1390	249	362	1937	0	306	163	47	129	130	321	5269
Added	0	98	0	0	25	0	0	0	0	0	0	0	123
Total	236	1488	249	362	1962	0	306	163	47	129	130	321	5392
#5 MacArthur Blvd/Campus Dr													
Base	84	1170	121	281	1028	298	418	822	105	101	559	179	5167
Added	0	140	0	1	38	0	0	0	0	0	0	6	185
Commit	0	21	0	0	50	0	0	1	0	0	0	0	72
Total	84	1331	121	282	1116	298	418	823	105	101	559	185	5424
#6 MacArthur Blvd/Birch St													
Base	35	737	92	96	650	215	113	256	57	26	137	38	2453
Added	0	138	0	2	40	0	0	2	0	0	15	17	214
Commit	1	17	0	0	41	13	3	3	0	0	13	0	91
Total	36	892	92	98	731	228	116	261	57	26	165	55	2758
#7 MacArthur Blvd/Von Karman Ave													
Base	105	778	723	43	295	164	25	88	21	83	120	11	2456
Added	0	138	118	0	40	0	0	2	0	100	6	0	404
Commit	0	33	1	6	46	0	0	0	0	1	2	0	89
Total	105	949	842	49	381	164	25	90	21	184	128	11	2949
#8 MacArthur Blvd/Jamboree Rd													
Base	164	1377	499	77	341	137	401	998	173	369	690	193	5418
Added	0	195	73	8	114	18	31	255	0	91	240	29	1054
Commit	1	18	1	3	38	12	16	37	0	0	66	8	200
Total	165	1590	573	88	493	167	448	1290	173	460	996	230	6672

Uptown Newport
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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#9 MacArthur Blvd/Fairchild Rd													
Base	0	2603	572	296	837	0	0	0	0	31	0	22	4361
Added	0	103	1	0	76	0	0	0	0	10	0	0	190
Total	0	2706	573	296	913	0	0	0	0	41	0	22	4551
#10 MacArthur Blvd NB/Univeristy Dr													
Base	54	0	250	0	0	0	0	1109	107	343	845	0	2708
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	54	0	250	0	0	0	0	1184	107	343	867	0	2805
#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	144	432	93	95	1198	316	312	524	284	362	1237	136	5133
Added	0	18	0	0	3	0	0	0	0	0	0	0	21
Total	144	450	93	95	1201	316	312	524	284	362	1237	136	5154
#13 Von Karman Ave/Michelson Dr													
Base	55	946	76	175	714	146	177	189	43	216	551	478	3768
Added	0	18	0	0	3	0	0	0	0	0	0	0	21
Total	55	964	76	175	717	146	177	189	43	216	551	478	3789
#14 Von Karman Ave/Dupont Dr													
Base	98	1047	42	82	761	41	4	76	55	93	154	89	2542
Added	0	18	0	0	3	0	0	0	0	0	0	0	21
Total	98	1065	42	82	764	41	4	76	55	93	154	89	2563
#15 Von Karman Ave/Campus Dr													
Base	20	776	65	58	497	125	293	473	44	108	533	123	3114
Added	0	4	0	3	0	0	0	1	0	0	6	14	28
Commit	0	1	2	0	2	0	0	0	0	0	3	0	8
Total	20	781	67	61	499	125	293	474	44	108	542	137	3150
#16 Von Karman Ave/Birch St													
Base	19	491	41	47	305	120	95	179	28	39	151	19	1534
Added	17	113	1	-1	75	0	0	-3	8	0	15	1	226
Total	36	604	42	46	380	120	95	176	36	39	166	20	1760
#17 Teller Ave/Campus Dr													
Base	8	62	24	26	139	86	110	379	45	67	607	215	1767
Added	0	0	0	0	0	0	0	5	0	0	20	0	25
Total	8	62	24	26	139	86	110	384	45	67	627	215	1792

Uptown Newport
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Teller Ave/Birch St													
Base	2	1	5	21	9	18	29	101	16	45	249	26	522
Added	0	0	13	0	0	0	0	-1	0	4	0	0	16
Total	2	1	18	21	9	18	29	100	16	49	249	26	538
#19 Jamboree Rd/Main St													
Base	670	1722	203	466	2621	644	145	293	272	735	765	109	8646
Added	0	46	0	0	12	0	0	0	0	-2	0	0	56
Total	670	1768	203	466	2633	644	145	293	272	733	765	109	8702
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	1852	638	0	1987	1778	0	0	0	1516	0	940	8711
Added	0	46	21	0	10	0	0	0	0	12	0	0	89
Total	0	1898	659	0	1997	1778	0	0	0	1528	0	940	8800
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	1792	647	0	3162	307	720	0	1726	0	0	0	8356
Added	0	66	55	0	22	0	0	0	2	0	0	0	145
Total	0	1858	702	0	3184	307	720	0	1728	0	0	0	8501
#22 Jamboree Rd/Michelson Dr													
Base	169	1531	192	622	2771	550	296	232	89	424	535	641	8053
Added	0	121	0	0	23	0	0	0	0	-2	0	0	142
Total	169	1652	192	622	2794	550	296	232	89	422	535	641	8195
#23 Jamboree Rd/Dupont Dr													
Base	234	1614	12	50	2287	499	65	12	39	38	62	152	5061
Added	0	121	0	0	22	0	0	0	0	0	0	0	143
Total	234	1735	12	50	2309	499	65	12	39	38	62	152	5204
#24 Jamboree Rd/Campus Dr													
Base	188	1461	67	311	1869	155	159	291	43	567	473	210	5792
Added	20	186	14	0	41	0	0	0	5	2	0	0	268
Commit	0	32	0	0	74	0	0	2	1	1	3	0	113
Total	208	1679	81	311	1984	155	159	293	49	570	476	210	6173
#25 Jamboree Rd/Birch St													
Base	160	1596	1	5	1960	520	140	2	27	0	0	0	4411
Added	0	203	0	0	47	0	17	0	0	0	0	0	267
Commit	0	30	0	0	74	1	0	0	0	0	0	0	105
Total	160	1829	1	5	2081	521	157	2	27	0	0	0	4783
#26 Jamboree Rd/Fairchild Rd													
Base	8	1714	39	327	1983	10	24	0	28	7	2	312	4455
Added	43	91	0	5	33	11	90	4	154	0	3	-1	433
Total	51	1805	39	332	2016	21	114	4	182	7	5	311	4888

Uptown Newport
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#27 Jamboree Rd/Bristol St N													
Base	547	769	594	0	674	243	0	0	0	0	0	0	2827
Added	0	286	0	0	188	69	0	0	0	0	0	0	543
Commit	29	48	21	0	89	13	0	0	0	0	0	0	200
Total	576	1103	615	0	951	325	0	0	0	0	0	0	3570
#28 Jamboree Rd./Bristol St													
Base	0	1203	28	0	698	0	656	255	998	0	0	0	3838
Added	0	272	0	0	188	0	14	0	0	0	0	0	474
Commit	0	116	0	0	90	0	5	4	111	0	0	0	326
Total	0	1591	28	0	976	0	675	259	1109	0	0	0	4638
#29 Jamboree Rd/Bayview Wy													
Base	14	1550	35	91	1654	28	123	0	42	20	0	39	3597
Added	0	272	0	0	188	0	0	0	0	0	0	0	460
Commit	6	30	0	0	76	14	1	0	1	0	0	0	128
Total	20	1852	35	91	1918	42	124	0	43	20	0	39	4185
#30 Jamboree Rd/University Dr													
Base	96	1305	194	68	1278	274	413	105	35	284	134	167	4353
Added	0	272	75	0	188	0	0	0	0	22	0	0	557
Commit	0	93	5	0	178	0	0	1	0	1	1	4	283
Total	96	1670	274	68	1644	274	413	106	35	307	135	171	5193
#31 Carlson Ave/Michelson Dr													
Base	475	128	151	28	27	237	461	542	72	204	940	91	3356
Added	0	0	0	0	0	0	0	0	0	0	-2	0	-2
Total	475	128	151	28	27	237	461	542	72	204	938	91	3354
#32 Carlson Ave/Campus Dr													
Base	0	0	0	153	2	381	118	496	0	0	895	91	2135
Added	0	0	0	0	0	0	0	14	0	0	2	0	16
Total	0	0	0	153	2	381	118	510	0	0	897	91	2151
#33 Harvard Ave/Michelson Dr													
Base	101	305	25	154	747	478	146	259	56	138	792	197	3399
Added	0	0	0	0	0	0	0	0	0	0	-2	0	-2
Total	101	305	25	154	747	478	146	259	56	138	790	197	3397
#34 Campus Dr/Bristol St N													
Base	401	1488	0	0	235	143	0	0	0	136	957	157	3517
Added	0	165	0	0	65	35	0	0	0	17	67	0	349
Commit	0	6	0	0	1	2	0	0	0	0	8	0	17
Total	401	1659	0	0	301	180	0	0	0	153	1032	157	3883

Uptown Newport
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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	28.9	0.527	C	28.8	0.528	-0.021 D/V
# 2 MacArthur Blvd/I-405 NB Ramps	C	21.0	0.698	C	21.0	0.695	-0.048 D/V
# 3 MacArthur Blvd/I-405 SB Ramps	B	19.9	0.652	C	20.1	0.657	+ 0.267 D/V
# 4 MacArthur Blvd/Michelson Dr	C	25.2	0.588	C	25.0	0.592	-0.184 D/V
# 5 MacArthur Blvd/Campus Dr	C	27.4	0.652	C	27.1	0.576	-0.231 D/V
# 6 MacArthur Blvd/Birch St	C	22.9	0.357	C	22.4	0.404	-0.474 D/V
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.569	B	xxxxx	0.652	+ 0.083 V/C
# 8 MacArthur Blvd/Jamboree Rd	C	27.4	0.628	C	29.9	0.760	+ 2.416 D/V
# 9 MacArthur Blvd/Fairchild Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
# 10 MacArthur Blvd NB/Univeristy D	F	345.9	1.556	F	405.7	1.612	+59.784 D/V
# 11 MacArthur Blvd SB/University D	F	77.9	1.152	F	104.3	1.208	+26.411 D/V
# 12 Von Karman Ave/Main St	F	OVRFL	3.099	F	OVRFL	3.111	+100.043 D/V
# 13 Von Karman Ave/Michelson Dr	C	27.9	0.604	C	27.8	0.609	-0.049 D/V
# 14 Von Karman Ave/Dupont Dr	B	15.9	0.426	B	15.8	0.431	-0.091 D/V
# 15 Von Karman Ave/Campus Dr	C	27.3	0.596	C	27.5	0.606	+ 0.175 D/V
# 16 Von Karman Ave/Birch St	C	20.3	0.257	B	19.6	0.291	-0.666 D/V
# 17 Teller Ave/Campus Dr	E	61.0	0.963	E	64.1	0.976	+ 3.064 D/V
# 18 Teller Ave/Birch St	B	12.1	0.045	B	12.3	0.046	+ 0.127 D/V
# 19 Jamboree Rd/Main St	C	31.5	0.829	C	31.4	0.830	-0.060 D/V
# 20 Jamboree Rd/I-405 NB Ramps	B	18.4	0.640	B	18.4	0.651	+ 0.028 D/V
# 21 Jamboree Rd/I-405 SB Ramps	D	48.1	1.055	D	48.9	1.059	+ 0.784 D/V
# 22 Jamboree Rd/Michelson Dr	C	28.3	0.721	C	28.2	0.724	-0.066 D/V
# 23 Jamboree Rd/Dupont Dr	B	17.1	0.801	B	16.8	0.808	-0.226 D/V

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Uptown Newport
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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Jamboree Rd/Campus Dr	C	25.4	0.697	C	25.3	0.720	-0.102 D/V
# 25 Jamboree Rd/Birch St	A	6.5	0.510	A	6.4	0.539	-0.034 D/V
# 26 Jamboree Rd/Fairchild Rd	B	17.9	0.688	C	21.9	0.706	+ 4.054 D/V
# 27 Jamboree Rd/Bristol St N	A	7.9	0.294	A	7.6	0.356	-0.301 D/V
# 28 Jamboree Rd./Bristol St	B	17.8	0.494	B	19.4	0.578	+ 1.589 D/V
# 29 Jamboree Rd/Bayview Wy	A	8.1	0.340	A	7.2	0.384	-0.866 D/V
# 30 Jamboree Rd/University Dr	C	21.9	0.523	C	20.3	0.600	-1.642 D/V
# 31 Carlson Ave/Michelson Dr	B	xxxxx	0.603	B	xxxxx	0.603	-0.001 V/C
# 32 Carlson Ave/Campus Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
# 33 Harvard Ave/Michelson Dr	C	xxxxx	0.717	C	xxxxx	0.716	-0.001 V/C
# 34 Campus Dr/Bristol St N	B	18.2	0.451	B	18.6	0.495	+ 0.375 D/V
# 35 Birch St/Bristol St N	B	17.9	0.444	B	18.0	0.461	+ 0.043 D/V
# 36 Campus Dr/Bristol St	B	16.8	0.573	B	17.8	0.597	+ 0.996 D/V
# 37 Birch St/Bristol St S	B	16.8	0.354	B	17.1	0.362	+ 0.320 D/V
# 38 Bayview Pl/Bristol St	A	1.8	0.376	A	1.8	0.386	+ 0.009 D/V
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.336	A	xxxxx	0.370	+ 0.034 V/C
# 40 University Dr/Campus Dr	E	xxxxx	0.936	E	xxxxx	0.951	+ 0.016 V/C
# 41 Mesa Rd/University Dr	B	xxxxx	0.602	B	xxxxx	0.608	+ 0.007 V/C
# 42 California Ave/University Dr	D	xxxxx	0.820	D	xxxxx	0.844	+ 0.023 V/C
# 43 Birch Dwy	A	0.3	0.000	A	0.2	0.000	+ 0.000 D/V
#238 Proj Dwy on Jamboree Rd	D	33.8	0.046	F	121.3	0.612	+87.498 D/V

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Uptown Newport
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	5	Average Delay (sec/veh):	21.0
Optimal Cycle:	38	Level Of Service:	C

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	2	2	0	4	0	0	0	0	0	0	0	2	0	0	0	2
Volume Module:	ITAM 2015 AM Peak Hour											
Base Vol:	0	2391	316	194	1018	0	0	0	0	922	0	649
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	2500	330	203	1065	0	0	0	0	964	0	679
Added Vol:	0	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	382	203	1077	0	0	0	0	964	0	679
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2546	382	203	1077	0	0	0	0	964	0	679
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2546	382	203	1077	0	0	0	0	964	0	679
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2546	382	203	1077	0	0	0	0	964	0	679
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.79	0.98	0.97	1.06	1.06	1.06	1.06	0.98	1.06	0.79
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	7348	3020	3721	7348	0	0	0	0	3721	0	3020
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.13	0.05	0.15	0.00	0.00	0.00	0.00	0.26	0.00	0.22
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.50	0.50	0.08	0.58	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.69	0.25	0.69	0.25	0.00	0.00	0.00	0.00	0.69	0.00	0.60
Delay/Veh:	0.0	19.8	14.5	52.0	10.5	0.0	0.0	0.0	0.0	28.1	0.0	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.8	14.5	52.0	10.5	0.0	0.0	0.0	0.0	28.1	0.0	26.3
LOS by Move:	A	B	B	D	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	16	4	3	4	0	0	0	0	14	0	10

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

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Uptown Newport
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AM Peak Hour - HCM

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

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	5	Average Delay (sec/veh):	20.1
Optimal Cycle:	35	Level Of Service:	C

Street Name:	MacArthur Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	4	0	1	0	0	0	0	0	2	0	1	0	1
Volume Module:	ITAM 2015 AM Peak Hour											
Base Vol:	0	1528	389	177	1217	520	0	0	0	964	288	1148
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1598	407	185	1273	544	0	0	0	1008	301	1200
Added Vol:	0	98	0	0	12	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1696	407	185	1285	544	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
PHF Volume:	0	1696	407	185	1285	544	0	0	0	1022	301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1696	407	185	1285	544	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
FinalVolume:	0	1696	407	185	1285	544	0	0	0	1022	301	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.90	0.98	0.97	0.90	1.06	1.06	1.06	0.88	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	7348	1716	3721	7348	1716	0	0	0	3329	2019	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.24	0.05	0.17	0.32	0.00	0.00	0.00	0.31	0.15	0.00
Crit Moves:	****					****				****		
Green/Cycle:	0.00	0.40	0.86	0.09	0.48	0.48	0.00	0.00	0.00	0.47	0.47	0.00
Volume/Cap:	0.00	0.58	0.27	0.58	0.36	0.66	0.00	0.00	0.00	0.66	0.32	0.00
Delay/Veh:	0.0	23.9	1.3	46.7	16.3	21.5	0.0	0.0	0.0	21.5	16.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.9	1.3	46.7	16.3	21.5	0.0	0.0	0.0	21.5	16.9	0.0
LOS by Move:	A	C	A	D	B	C	A	A	A	C	B	A
HCM2kAvgQ:	0	11	2	3	7	13	0	0	0	13	6	0

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

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	5	Average Delay (sec/veh):	18.4
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 2	0	0 0	0 0	3	0 0	0 1
Volume Module:	ITAM 2015 AM Peak Hour											
Base Vol:	0	1771	610	0	1900	1700	0	0	0	1450	0	899
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1852	638	0	1987	1778	0	0	0	1516	0	940
Added Vol:	0	46	21	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	1898	659	0	1997	1778	0	0	0	1528	0	940
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1898	0	0	1997	0	0	0	0	1528	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1898	0	0	1997	0	0	0	0	1528	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	1898	0	0	1997	0	0	0	0	1528	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	0.98	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5581	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.27	0.00	0.00
Crit Moves:		****			****					****		
Green/Cycle:	0.00	0.53	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.42	0.00	0.00
Volume/Cap:	0.00	0.65	0.00	0.00	0.51	0.00	0.00	0.00	0.00	0.65	0.00	0.00
Delay/Veh:	0.0	17.4	0.0	0.0	15.3	0.0	0.0	0.0	0.0	23.8	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.4	0.0	0.0	15.3	0.0	0.0	0.0	0.0	23.8	0.0	0.0
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	A
HCM2kAvgQ:	0	15	0	0	10	0	0	0	0	13	0	0

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

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.059
Loss Time (sec):	5	Average Delay (sec/veh):	48.9
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	0	0 4	0 1	2	0 0	0 2	1	0 0	0 0
Volume Module:	ITAM 2015 AM Peak Hour											
Base Vol:	0	1714	619	0	3024	294	689	0	1651	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1792	647	0	3162	307	720	0	1726	0	0	0
Added Vol:	0	66	55	0	22	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1858	702	0	3184	307	720	0	1728	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1858	0	0	3184	0	720	0	1728	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1858	0	0	3184	0	720	0	1728	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1858	0	0	3184	0	720	0	1728	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	0.98	1.06	0.79	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	1.00	0.00	0.00
Final Sat.:	0	7348	2019	0	7348	2019	3721	0	3020	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.43	0.00	0.19	0.00	0.57	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.54	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.00	0.62	0.00	0.00	1.06	0.00	0.36	0.00	1.06	0.00	0.00	0.00
Delay/Veh:	0.0	23.7	0.0	0.0	64.1	0.0	13.2	0.0	62.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.7	0.0	0.0	64.1	0.0	13.2	0.0	62.6	0.0	0.0	0.0
LOS by Move:	A	C	A	A	E	A	B	A	E	A	A	A
HCM2kAvgQ:	0	12	0	0	36	0	6	0	42	0	0	0

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

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.356
Loss Time (sec):	0	Average Delay (sec/veh):	7.6
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 1	0	0 2	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	510	717	554	0	629	227	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	547	769	594	0	674	243	0	0	0	0	0	0
Added Vol:	0	286	0	0	188	69	0	0	0	0	0	0
Committed P:	29	48	21	0	89	13	0	0	0	0	0	0
Initial Fut:	576	1103	615	0	951	325	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	576	1103	615	0	951	325	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	576	1103	615	0	951	325	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	576	1103	615	0	951	325	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	1.00	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.93	1.07	0.00	2.98	1.02	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3502	3289	1834	0	4958	1696	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.34	0.34	0.00	0.19	0.19	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.46	1.00	1.00	0.00	0.54	0.54	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.36	0.34	0.34	0.00	0.36	0.36	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	17.5	0.0	0.0	0.0	13.2	13.2	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	0.0	0.0	0.0	13.2	13.2	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2kAvgQ:	6	0	0	0	6	6	0	0	0	0	0	0

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

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

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	0	Average Delay (sec/veh):	19.4
Optimal Cycle:	44	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			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 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1122	26	0	651	0	656	255	998	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1203	28	0	698	0	656	255	998	0	0	0
Added Vol:	0	272	0	0	188	0	14	0	0	0	0	0
Committed P:	0	116	0	0	90	0	5	4	111	0	0	0
Initial Fut:	0	1591	28	0	976	0	675	259	1109	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1591	28	0	976	0	675	259	1109	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1591	28	0	976	0	675	259	1109	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1591	28	0	976	0	675	259	1109	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.90	0.90	0.75	1.00	1.00	1.00
Lanes:	0.00	4.91	0.09	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	8471	148	0	5187	0	3433	1717	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.00	0.19	0.00	0.20	0.15	0.39	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.33	0.33	0.00	0.33	0.00	0.67	0.67	0.67	0.00	0.00	0.00
Volume/Cap:	0.00	0.58	0.58	0.00	0.58	0.00	0.29	0.22	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	28.3	28.3	0.0	28.5	0.0	6.6	6.3	9.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.3	28.3	0.0	28.5	0.0	6.6	6.3	9.1	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	9	9	0	9	0	4	3	10	0	0	0

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

Scenario Report

Scenario:	CEQA 2018 - w/Ph 1 PM HCM
Command:	CEQA 2018 - w/Ph 1 PM HCM
Volume:	2018 Ex+Commit - Ph 1 PM
Geometry:	Planned HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Cum+Koll+Ph 1 PM
Trip Distribution:	Cumul w/ Project
Paths:	Phase 1 Uptown
Routes:	Default Route
Configuration:	HCM

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

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	557.00	926	557	1483	10.2
	Zone 202 Subtotal					926	557	1483	10.2
205	Banning Ranc	1.00	Banning Ranch	659.00	447.00	659	447	1106	7.6
	Zone 205 Subtotal					659	447	1106	7.6
301	Irvine 13,15	1.00	Irvine Approve	985.00	410.00	985	410	1395	9.6
	Zone 301 Subtotal					985	410	1395	9.6
302	Irvine 11,16	1.00	Irvine Approve	386.00	224.00	386	224	610	4.2
	Zone 302 Subtotal					386	224	610	4.2
303	Irvine 10,12	1.00	Irvine Approve	106.00	241.00	106	241	347	2.4
	Zone 303 Subtotal					106	241	347	2.4
304	Irvine 14,26	1.00	Irvine Approve	2481.00	6609.00	2481	6609	9090	62
	Zone 304 Subtotal					2481	6609	9090	62.2
TOTAL						5543	8488	14031	96.1

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

Trip Generation Report

Forecast for Koll Project PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Koll Center	1.00	Koll	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 - HCM

Trip Generation Report

Forecast for Uptown Phase 1 PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
100	Uptown Newpo	1.00	Uptown Newport	310.00	170.00	310	170	480	3.3
	Zone 100 Subtotal					310	170	480	3.3
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 - HCM

Turning Movement Report
Cumulative PM + Koll Project PM + Uptown Phase 1 PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 MacArthur Blvd/Main St													
Base	715	1202	520	281	1077	105	94	725	666	610	696	598	7289
Added	0	26	0	0	47	0	0	0	0	0	0	0	73
Total	715	1228	520	281	1124	105	94	725	666	610	696	598	7362
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	2055	1006	594	1730	0	0	0	0	623	0	298	6306
Added	0	26	30	0	47	0	0	0	0	0	0	0	103
Total	0	2081	1036	594	1777	0	0	0	0	623	0	298	6409
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	2375	703	617	1408	397	0	0	0	697	294	672	7163
Added	0	56	0	0	47	0	0	0	0	54	0	0	157
Total	0	2431	703	617	1455	397	0	0	0	751	294	672	7320
#4 MacArthur Blvd/Michelson Dr													
Base	134	1605	108	830	1805	0	471	203	102	487	96	821	6662
Added	0	56	0	0	101	0	0	0	0	0	0	0	157
Total	134	1661	108	830	1906	0	471	203	102	487	96	821	6819
#5 MacArthur Blvd/Campus Dr													
Base	119	1066	85	221	1143	735	368	688	110	128	1143	167	5972
Added	0	81	0	6	141	0	0	0	0	0	0	3	231
Commit	0	58	0	0	27	1	0	0	0	0	0	1	87
Total	119	1205	85	227	1311	736	368	688	110	128	1143	171	6290
#6 MacArthur Blvd/Birch St													
Base	120	722	27	46	916	184	274	197	58	99	391	129	3162
Added	0	80	0	16	140	0	0	14	0	0	7	8	265
Commit	0	40	0	0	21	8	18	18	0	0	8	0	113
Total	120	842	27	62	1077	192	292	229	58	99	406	137	3540
#7 MacArthur Blvd/Von Karman Ave													
Base	40	588	135	29	650	77	111	173	152	617	88	63	2923
Added	0	80	107	0	140	0	0	6	0	134	3	0	470
Commit	0	46	2	7	34	0	0	0	0	0	1	0	90
Total	40	714	244	36	1024	77	111	179	152	751	92	63	3483
#8 MacArthur Blvd/Jamboree Rd													
Base	264	457	393	165	1054	322	208	1037	27	650	992	167	5735
Added	0	149	99	33	210	31	20	289	0	99	313	18	1261
Commit	6	42	1	4	21	11	11	70	0	1	49	3	219
Total	270	648	493	202	1285	364	239	1396	27	750	1354	188	7215

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Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#9 MacArthur Blvd/Fairchild Rd													
Base	0	1314	108	39	1854	0	0	0	0	436	0	191	3942
Added	0	107	11	0	118	0	0	0	0	5	0	0	241
Total	0	1421	119	39	1972	0	0	0	0	441	0	191	4183
#10 MacArthur Blvd NB/Univeristy Dr													
Base	26	0	328	0	0	0	0	941	90	655	782	0	2822
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	26	0	328	0	0	0	0	986	90	655	856	0	2941
#11 MacArthur Blvd SB/University Dr													
Base	8	0	100	0	0	0	0	773	36	298	430	0	1645
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	8	0	100	0	0	0	0	818	36	298	504	0	1764
#12 Von Karman Ave/Main St													
Base	326	1143	289	175	648	203	590	1734	177	128	727	109	6247
Added	0	9	0	0	19	0	0	0	0	0	0	0	28
Total	326	1152	289	175	667	203	590	1734	177	128	727	109	6275
#13 Von Karman Ave/Michelson Dr													
Base	70	1023	110	281	1417	204	218	550	100	187	709	370	5239
Added	0	9	0	0	19	0	0	0	0	0	0	0	28
Total	70	1032	110	281	1436	204	218	550	100	187	709	370	5267
#14 Von Karman Ave/Dupont Dr													
Base	62	1055	94	89	1360	37	21	173	153	66	205	138	3452
Added	0	9	0	0	19	0	0	0	0	0	0	0	28
Total	62	1064	94	89	1379	37	21	173	153	66	205	138	3480
#15 Von Karman Ave/Campus Dr													
Base	88	578	183	234	1029	298	230	660	64	120	848	79	4412
Added	0	1	0	15	4	0	0	6	0	0	3	8	37
Commit	0	3	3	0	1	0	0	0	0	0	2	0	9
Total	88	582	186	249	1034	298	230	666	64	120	853	87	4458
#16 Von Karman Ave/Birch St													
Base	44	428	58	18	602	123	106	189	19	10	217	41	1855
Added	10	85	0	1	122	0	0	2	28	1	5	0	254
Total	54	513	58	19	724	123	106	191	47	11	222	41	2109
#17 Teller Ave/Campus Dr													
Base	42	119	69	138	130	152	71	912	28	52	455	82	2249
Added	0	0	0	0	0	0	0	22	0	0	11	0	33
Total	42	119	69	138	130	152	71	934	28	52	466	82	2282

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Teller Ave/Birch St													
Base	16	20	43	32	2	46	43	258	7	4	143	8	622
Added	0	0	7	0	0	0	0	1	0	12	-1	0	19
Total	16	20	50	32	2	46	43	259	7	16	142	8	641
#19 Jamboree Rd/Main St													
Base	585	2809	510	341	2407	208	497	1251	782	595	377	314	10676
Added	0	26	-2	0	47	0	0	0	0	0	0	0	71
Total	585	2835	508	341	2454	208	497	1251	782	595	377	314	10747
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	3671	962	0	2683	1192	0	0	0	768	0	239	9516
Added	0	25	9	0	47	0	0	0	0	58	0	0	139
Total	0	3696	971	0	2730	1192	0	0	0	826	0	239	9655
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	3005	1119	0	2997	669	1543	0	1060	0	0	0	10394
Added	0	34	30	0	105	0	0	0	23	0	0	0	192
Total	0	3039	1149	0	3102	669	1543	0	1083	0	0	0	10586
#22 Jamboree Rd/Michelson Dr													
Base	71	2504	581	1158	2115	451	1101	394	178	321	273	724	9871
Added	0	63	-2	0	127	0	0	0	0	0	0	0	188
Total	71	2567	579	1158	2242	451	1101	394	178	321	273	724	10059
#23 Jamboree Rd/Dupont Dr													
Base	96	2479	30	190	2161	219	368	62	281	30	21	54	5993
Added	0	62	0	0	127	0	0	0	0	0	0	0	189
Total	96	2541	30	190	2288	219	368	62	281	30	21	54	6182
#24 Jamboree Rd/Campus Dr													
Base	117	2019	459	386	1841	193	411	567	268	160	389	268	7078
Added	11	101	7	0	192	0	0	0	22	15	0	0	348
Commit	0	72	1	0	44	0	0	3	0	1	2	0	123
Total	128	2192	467	386	2077	193	411	570	290	176	391	268	7549
#25 Jamboree Rd/Birch St													
Base	148	1970	1	1	2004	207	456	0	161	0	0	0	4948
Added	0	114	0	0	213	15	5	0	0	0	0	0	347
Commit	0	72	0	0	44	0	0	0	1	0	0	0	117
Total	148	2156	1	1	2261	222	461	0	162	0	0	0	5412
#26 Jamboree Rd/Fairchild Rd													
Base	18	1970	27	294	1981	3	68	26	106	20	10	299	4822
Added	177	55	0	2	94	45	54	3	94	0	11	0	535
Total	195	2025	27	296	2075	48	122	29	200	20	21	299	5357

Uptown Newport
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#27 Jamboree Rd/Bristol St N													
Base	877	1009	896	0	878	537	0	0	0	0	0	0	4197
Added	0	308	0	0	306	38	0	0	0	0	0	0	652
Commit	22	106	57	0	61	8	0	0	0	0	0	0	254
Total	899	1423	953	0	1245	583	0	0	0	0	0	0	5103
#28 Jamboree Rd./Bristol St													
Base	0	1947	114	0	961	0	772	502	897	0	0	0	5192
Added	0	232	0	0	306	0	77	0	0	0	0	0	615
Commit	0	179	0	0	61	0	37	24	117	0	0	0	418
Total	0	2358	114	0	1328	0	886	526	1014	0	0	0	6225
#29 Jamboree Rd/Bayview Wy													
Base	51	1771	36	88	1821	62	54	0	27	39	0	86	4037
Added	0	232	0	0	306	0	0	0	0	0	0	0	538
Commit	2	83	0	0	39	3	4	0	10	0	0	0	141
Total	53	2086	36	88	2166	65	58	0	37	39	0	86	4716
#30 Jamboree Rd/University Dr													
Base	40	1536	257	161	1493	380	216	86	12	252	142	88	4663
Added	0	232	45	0	306	0	0	0	0	74	0	0	657
Commit	0	184	8	4	143	0	0	0	0	9	0	2	350
Total	40	1952	310	165	1942	380	216	86	12	335	142	90	5670
#31 Carlson Ave/Michelson Dr													
Base	94	82	357	145	145	473	547	1191	405	287	740	156	4621
Added	0	0	0	0	0	0	0	-2	0	0	0	0	-2
Total	94	82	357	145	145	473	547	1189	405	287	740	156	4619
#32 Carlson Ave/Campus Dr													
Base	0	0	0	190	0	186	354	1106	0	0	650	127	2614
Added	0	0	0	0	0	0	0	7	0	0	15	0	22
Total	0	0	0	190	0	186	354	1113	0	0	665	127	2636
#33 Harvard Ave/Michelson Dr													
Base	78	936	104	362	597	285	461	999	131	88	410	192	4643
Added	0	0	0	0	0	0	0	-2	0	0	0	0	-2
Total	78	936	104	362	597	285	461	997	131	88	410	192	4641
#34 Campus Dr/Bristol St N													
Base	478	651	0	0	799	763	0	0	0	235	1956	106	4988
Added	0	112	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	765	0	0	959	787	0	0	0	246	2031	106	5372

Uptown Newport
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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	32.3	0.735	C	32.4	0.742	+ 0.110 D/V
# 2 MacArthur Blvd/I-405 NB Ramps	B	20.0	0.695	B	19.8	0.705	-0.164 D/V
# 3 MacArthur Blvd/I-405 SB Ramps	C	20.5	0.735	C	21.1	0.760	+ 0.575 D/V
# 4 MacArthur Blvd/Michelson Dr	D	35.1	0.867	D	35.3	0.875	+ 0.227 D/V
# 5 MacArthur Blvd/Campus Dr	C	30.3	0.847	C	29.8	0.847	-0.543 D/V
# 6 MacArthur Blvd/Birch St	C	29.2	0.537	C	29.5	0.579	+ 0.249 D/V
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.449	A	xxxxx	0.529	+ 0.080 V/C
# 8 MacArthur Blvd/Jamboree Rd	C	30.0	0.676	C	33.4	0.846	+ 3.370 D/V
# 9 MacArthur Blvd/Fairchild Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
# 10 MacArthur Blvd NB/Univeristy D	F	441.3	1.624	F	514.6	1.690	+73.229 D/V
# 11 MacArthur Blvd SB/University D	D	25.1	0.943	D	34.4	1.010	+ 9.254 D/V
# 12 Von Karman Ave/Main St	F	OVRFL	3.758	F	OVRFL	3.775	+207.064 D/V
# 13 Von Karman Ave/Michelson Dr	C	33.2	0.806	C	33.3	0.811	+ 0.102 D/V
# 14 Von Karman Ave/Dupont Dr	B	15.8	0.507	B	15.7	0.513	-0.062 D/V
# 15 Von Karman Ave/Campus Dr	C	32.9	0.817	C	33.2	0.822	+ 0.298 D/V
# 16 Von Karman Ave/Birch St	B	18.8	0.310	B	18.0	0.351	-0.833 D/V
# 17 Teller Ave/Campus Dr	F	149.5	1.216	F	156.4	1.233	+ 6.891 D/V
# 18 Teller Ave/Birch St	B	11.5	0.064	B	11.6	0.068	+ 0.093 D/V
# 19 Jamboree Rd/Main St	D	39.2	0.917	D	39.6	0.924	+ 0.325 D/V
# 20 Jamboree Rd/I-405 NB Ramps	B	10.9	0.846	B	11.8	0.862	+ 0.909 D/V
# 21 Jamboree Rd/I-405 SB Ramps	C	26.1	0.866	C	26.4	0.881	+ 0.272 D/V
# 22 Jamboree Rd/Michelson Dr	E	62.4	1.073	E	63.2	1.082	+ 0.847 D/V
# 23 Jamboree Rd/Dupont Dr	C	22.6	0.749	C	22.6	0.773	-0.059 D/V

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Jamboree Rd/Campus Dr	C	26.6	0.762	C	27.0	0.788	+ 0.326 D/V
# 25 Jamboree Rd/Birch St	B	11.3	0.595	B	10.9	0.645	-0.342 D/V
# 26 Jamboree Rd/Fairchild Rd	B	18.1	0.680	C	24.6	0.768	+ 6.476 D/V
# 27 Jamboree Rd/Bristol St N	A	9.3	0.467	A	9.1	0.534	-0.210 D/V
# 28 Jamboree Rd./Bristol St	B	17.7	0.556	B	19.0	0.645	+ 1.300 D/V
# 29 Jamboree Rd/Bayview Wy	A	8.8	0.380	A	8.0	0.426	-0.796 D/V
# 30 Jamboree Rd/University Dr	B	16.4	0.500	B	15.9	0.602	-0.504 D/V
# 31 Carlson Ave/Michelson Dr	D	xxxxx	0.820	D	xxxxx	0.819	-0.001 V/C
# 32 Carlson Ave/Campus Dr	D	xxxxx	0.810	D	xxxxx	0.815	+ 0.004 V/C
# 33 Harvard Ave/Michelson Dr	E	xxxxx	0.918	E	xxxxx	0.917	-0.001 V/C
# 34 Campus Dr/Bristol St N	C	24.4	0.705	C	24.2	0.725	+ 0.040 D/V
# 35 Birch St/Bristol St N	B	18.9	0.469	B	19.6	0.492	+ 0.687 D/V
# 36 Campus Dr/Bristol St	C	20.3	0.458	C	20.2	0.479	-0.117 D/V
# 37 Birch St/Bristol St S	B	19.4	0.326	B	20.0	0.352	+ 0.573 D/V
# 38 Bayview Pl/Bristol St	A	5.7	0.466	A	6.1	0.489	+ 0.394 D/V
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.510	A	xxxxx	0.557	+ 0.047 V/C
# 40 University Dr/Campus Dr	D	xxxxx	0.897	E	xxxxx	0.910	+ 0.014 V/C
# 41 Mesa Rd/University Dr	D	xxxxx	0.853	D	xxxxx	0.867	+ 0.014 V/C
# 42 California Ave/University Dr	B	xxxxx	0.698	C	xxxxx	0.712	+ 0.014 V/C
# 43 Birch Dwy	B	1.2	0.000	B	1.1	0.000	+ 0.000 D/V
#238 Proj Dwy on Jamboree Rd	E	44.2	0.318	F	215.6	1.332	+171.362 D/V

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

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	5	Average Delay (sec/veh):	19.8
Optimal Cycle:	39	Level Of Service:	B

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4.0	0 2.0	2.0	0 4.0	0 0.0	0.0	0 0.0	0 0.0	2.0	0 0.0	0 2.0
Volume Module:	ITAM 2015 PM Peak Hour											
Base Vol:	0	1965	962	568	1654	0	0	0	0	596	0	285
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	2055	1006	594	1730	0	0	0	0	623	0	298
Added Vol:	0	26	30	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2081	1036	594	1777	0	0	0	0	623	0	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2081	1036	594	1777	0	0	0	0	623	0	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2081	1036	594	1777	0	0	0	0	623	0	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2081	1036	594	1777	0	0	0	0	623	0	298
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.79	0.98	0.97	1.06	1.06	1.06	1.06	0.98	1.06	0.79
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	7348	3020	3721	7348	0	0	0	0	3721	0	3020
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.34	0.16	0.24	0.00	0.00	0.00	0.00	0.17	0.00	0.10
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.49	0.49	0.23	0.71	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.58	0.71	0.71	0.34	0.00	0.00	0.00	0.00	0.71	0.00	0.42
Delay/Veh:	0.0	18.7	21.7	38.4	5.5	0.0	0.0	0.0	0.0	37.5	0.0	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.7	21.7	38.4	5.5	0.0	0.0	0.0	0.0	37.5	0.0	32.6
LOS by Move:	A	B	C	D	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	12	14	8	5	0	0	0	0	10	0	5

Uptown Newport
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	5	Average Delay (sec/veh):	21.1
Optimal Cycle:	47	Level Of Service:	C

Street Name:	MacArthur Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4.0	0 1.0	2.0	0 4.0	0 1.0	0.0	0 0.0	0 0.0	2.0	0 1.0	0 1.0
Volume Module:	ITAM 2015 PM Peak Hour											
Base Vol:	0	2271	672	590	1346	380	0	0	0	667	281	643
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	2375	703	617	1408	397	0	0	0	697	294	672
Added Vol:	0	56	0	0	47	0	0	0	0	54	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2431	703	617	1455	397	0	0	0	751	294	672
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2431	703	617	1455	397	0	0	0	751	294	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2431	703	617	1455	397	0	0	0	751	294	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2431	703	617	1455	397	0	0	0	751	294	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.90	0.98	0.97	0.90	1.06	1.06	1.06	0.88	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	7348	1716	3721	7348	1716	0	0	0	3329	2019	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.41	0.17	0.20	0.23	0.00	0.00	0.00	0.23	0.15	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.44	0.73	0.22	0.65	0.65	0.00	0.00	0.00	0.30	0.30	0.00
Volume/Cap:	0.00	0.76	0.56	0.76	0.30	0.35	0.00	0.00	0.00	0.76	0.49	0.00
Delay/Veh:	0.0	25.0	6.7	40.9	7.5	8.0	0.0	0.0	0.0	35.4	29.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.0	6.7	40.9	7.5	8.0	0.0	0.0	0.0	35.4	29.6	0.0
LOS by Move:	A	C	A	D	A	A	A	A	A	D	C	A
HCM2kAvgQ:	0	16	9	9	5	5	0	0	0	12	8	0

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

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	5	Average Delay (sec/veh):	11.8
Optimal Cycle:	72	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	4 0 2	0	0	0 0 0	3	0	0 0 1
Volume Module:	ITAM 2015 PM Peak Hour											
Base Vol:	0	3511	920	0	2566	1140	0	0	0	734	0	229
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	3671	962	0	2683	1192	0	0	0	768	0	239
Added Vol:	0	25	9	0	47	0	0	0	0	58	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3696	971	0	2730	1192	0	0	0	826	0	239
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3696	0	0	2730	0	0	0	0	826	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3696	0	0	2730	0	0	0	0	826	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	3696	0	0	2730	0	0	0	0	826	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	0.98	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5581	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Moves:		****			****					****		
Green/Cycle:	0.00	0.78	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Volume/Cap:	0.00	0.86	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.86	0.00	0.00
Delay/Veh:	0.0	9.4	0.0	0.0	4.0	0.0	0.0	0.0	0.0	48.3	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.4	0.0	0.0	4.0	0.0	0.0	0.0	0.0	48.3	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	27	0	0	8	0	0	0	0	11	0	0

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

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	5	Average Delay (sec/veh):	26.4
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 0 1	0	0	4 0 1	2	0	0 0 2	1	0	0 0 0
Volume Module:												
Base Vol:	0	2874	1070	0	2866	640	1476	0	1014	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	3005	1119	0	2997	669	1543	0	1060	0	0	0
Added Vol:	0	34	30	0	105	0	0	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3039	1149	0	3102	669	1543	0	1083	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3039	0	0	3102	0	1543	0	1083	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3039	0	0	3102	0	1543	0	1083	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3039	0	0	3102	0	1543	0	1083	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	0.98	1.06	0.79	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	1.00	0.00	0.00
Final Sat.:	0	7348	2019	0	7348	2019	3721	0	3020	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.42	0.00	0.41	0.00	0.36	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.48	0.00	0.00	0.48	0.00	0.47	0.00	0.47	0.00	0.00	0.00
Volume/Cap:	0.00	0.86	0.00	0.00	0.88	0.00	0.88	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	25.6	0.0	0.0	26.4	0.0	29.5	0.0	24.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.6	0.0	0.0	26.4	0.0	29.5	0.0	24.3	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	C	A	C	A	A	A
HCM2kAvgQ:	0	21	0	0	25	0	25	0	17	0	0	0

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

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	0	Average Delay (sec/veh):	9.1
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1	0	0 2	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	818	941	836	0	819	501	0	0	0	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	877	1009	896	0	878	537	0	0	0	0	0	0
Added Vol:	0	308	0	0	306	38	0	0	0	0	0	0
Committed P:	22	106	57	0	61	8	0	0	0	0	0	0
Initial Fut:	899	1423	953	0	1245	583	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	899	1423	953	0	1245	583	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	899	1423	953	0	1245	583	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	899	1423	953	0	1245	583	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	1.00	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.80	1.20	0.00	2.72	1.28	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3502	3048	2042	0	4484	2100	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.47	0.47	0.00	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.48	1.00	1.00	0.00	0.52	0.52	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.53	0.47	0.47	0.00	0.53	0.53	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	18.5	0.1	0.1	0.0	16.1	16.1	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	0.1	0.1	0.0	16.1	16.1	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2kAvgQ:	10	1	1	0	10	10	0	0	0	0	0	0

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

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

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	0	Average Delay (sec/veh):	19.0
Optimal Cycle:	52	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			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 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1816	106	0	896	0	772	502	897	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1947	114	0	961	0	772	502	897	0	0	0
Added Vol:	0	232	0	0	306	0	77	0	0	0	0	0
Committed P:	0	179	0	0	61	0	37	24	117	0	0	0
Initial Fut:	0	2358	114	0	1328	0	886	526	1014	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2358	114	0	1328	0	886	526	1014	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2358	114	0	1328	0	886	526	1014	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2358	114	0	1328	0	886	526	1014	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	1.00	0.91	1.00	0.90	0.90	0.75	1.00	1.00	1.00
Lanes:	0.00	4.77	0.23	0.00	3.00	0.00	1.88	1.12	2.00	0.00	0.00	0.00
Final Sat.:	0	8190	395	0	5187	0	3211	1906	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.00	0.26	0.00	0.28	0.28	0.36	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.45	0.45	0.00	0.45	0.00	0.55	0.55	0.55	0.00	0.00	0.00
Volume/Cap:	0.00	0.64	0.64	0.00	0.57	0.00	0.50	0.50	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	21.9	21.9	0.0	20.9	0.0	13.9	13.9	16.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.9	21.9	0.0	20.9	0.0	13.9	13.9	16.4	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	13	13	0	11	0	9	9	12	0	0	0

APPENDIX E

STATE HIGHWAY ANALYSIS – INTERSECTION ANALYSIS WORKSHEETS

E-4 – 2021 CUMULATIVE CONDITIONS WITHOUT PROJECT

Uptown Newport - 2021 Without Uptown
AM Peak Hour - HCM

Scenario Report

Scenario:	CEQA 2021 - w/o Uptown AM HCM
Command:	CEQA 2021 - w/o Uptown AM HCM
Volume:	2021 Ex+Commit AM
Geometry:	Planned HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Cumul+Koll AM
Trip Distribution:	Cumulative
Paths:	Project
Routes:	Default Route
Configuration:	HCM

Uptown Newport - 2021 Without Uptown
AM Peak Hour - HCM

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	9.6
	Zone 202 Subtotal					272	932	1204	9.6
205	Banning Ranc	1.00	Banning Ranch	236.00	581.00	236	581	817	6.5
	Zone 205 Subtotal					236	581	817	6.5
301	Irvine 13,15	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	4959	12398	99.1

Uptown Newport - 2021 Without Uptown
AM Peak Hour - HCM

Trip Generation Report

Forecast for Koll Project AM

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 - 2021 Without Uptown
AM Peak Hour - HCM

Turning Movement Report
Cumulative AM + Koll Project AM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 MacArthur Blvd/Main St													
Base	964	1003	1428	409	565	109	91	601	315	290	653	241	6669
Added	0	32	0	0	9	0	0	0	0	0	0	0	41
Total	964	1035	1428	409	574	109	91	601	315	290	653	241	6710
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	2614	346	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	2646	378	212	1122	0	0	0	0	1008	0	710	6076
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	1671	425	194	1331	569	0	0	0	1054	315	1255	6813
Added	0	64	0	0	9	0	0	0	0	9	0	0	82
Total	0	1735	425	194	1340	569	0	0	0	1063	315	1255	6895
#4 MacArthur Blvd/Michelson Dr													
Base	247	1453	260	378	2025	0	320	171	49	134	136	336	5510
Added	0	64	0	0	18	0	0	0	0	0	0	0	82
Total	247	1517	260	378	2043	0	320	171	49	134	136	336	5592
#5 MacArthur Blvd/Campus Dr													
Base	87	1224	127	294	1075	312	437	859	109	106	585	187	5402
Added	0	110	0	0	32	2	6	0	0	0	0	0	150
Commit	0	21	0	0	50	0	0	1	0	0	0	0	72
Total	87	1355	127	294	1157	314	443	860	109	106	585	187	5624
#6 MacArthur Blvd/Birch St													
Base	36	759	95	99	669	222	113	256	57	26	137	38	2508
Added	0	109	0	5	32	0	0	4	0	0	15	17	182
Commit	1	17	0	0	41	13	3	3	0	0	13	0	91
Total	37	885	95	104	742	235	116	263	57	26	165	55	2781
#7 MacArthur Blvd/Von Karman Ave													
Base	108	802	745	44	304	169	25	88	21	83	120	11	2520
Added	0	109	118	0	32	0	0	2	0	100	6	0	367
Commit	0	33	1	6	46	0	0	0	0	1	2	0	89
Total	108	944	864	50	382	169	25	90	21	184	128	11	2976
#8 MacArthur Blvd/Jamboree Rd													
Base	169	1418	514	80	351	141	413	1028	178	380	711	199	5583
Added	0	195	68	0	114	18	31	242	0	59	145	0	872
Commit	1	18	1	3	38	12	16	37	0	0	66	8	200
Total	170	1631	583	83	503	171	460	1307	178	439	922	207	6655

Uptown Newport - 2021 Without Uptown
AM Peak Hour - HCM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#9 MacArthur Blvd/Fairchild Rd													
Base	0	2721	598	309	875	0	0	0	0	33	0	23	4559
Added	0	98	0	0	44	0	0	0	0	0	0	0	142
Total	0	2819	598	309	919	0	0	0	0	33	0	23	4701
#10 MacArthur Blvd NB/Univeristy Dr													
Base	57	0	261	0	0	0	0	1160	112	359	883	0	2832
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	57	0	261	0	0	0	0	1235	112	359	905	0	2929
#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	452	97	99	1253	330	326	548	297	378	1293	142	5368
Added	0	4	0	0	1	0	0	0	0	0	0	0	5
Total	151	456	97	99	1254	330	326	548	297	378	1293	142	5373
#13 Von Karman Ave/Michelson Dr													
Base	58	990	80	183	747	153	185	198	45	226	576	500	3940
Added	0	4	0	0	1	0	0	0	0	0	0	0	5
Total	58	994	80	183	748	153	185	198	45	226	576	500	3945
#14 Von Karman Ave/Dupont Dr													
Base	103	1094	44	85	796	43	4	80	58	97	161	93	2658
Added	0	4	0	0	1	0	0	0	0	0	0	0	5
Total	103	1098	44	85	797	43	4	80	58	97	161	93	2663
#15 Von Karman Ave/Campus Dr													
Base	21	811	68	60	519	131	306	494	46	113	558	129	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	21	816	70	60	522	131	306	494	46	113	561	129	3269
#16 Von Karman Ave/Birch St													
Base	19	491	41	47	305	120	95	179	28	39	151	19	1534
Added	17	113	1	0	75	0	0	1	8	0	15	1	231
Total	36	604	42	47	380	120	95	180	36	39	166	20	1765
#17 Teller Ave/Campus Dr													
Base	9	65	25	27	145	90	115	396	47	70	634	225	1848
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	65	25	27	145	90	115	396	47	70	634	225	1848

Uptown Newport - 2021 Without Uptown
AM Peak Hour - HCM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Teller Ave/Birch St													
Base	2	1	5	21	9	18	29	101	16	45	249	26	522
Added	0	0	13	0	0	0	0	4	0	4	1	0	22
Total	2	1	18	21	9	18	29	105	16	49	250	26	544
#19 Jamboree Rd/Main St													
Base	701	1801	212	488	2740	674	152	306	284	769	800	114	9040
Added	0	32	0	0	9	0	0	0	0	0	0	0	41
Total	701	1833	212	488	2749	674	152	306	284	769	800	114	9081
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	1936	667	0	2077	1859	0	0	0	1585	0	983	9108
Added	0	32	0	0	9	0	0	0	0	4	0	0	45
Total	0	1968	667	0	2086	1859	0	0	0	1589	0	983	9153
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	1874	677	0	3306	321	753	0	1805	0	0	0	8737
Added	0	32	13	0	13	0	0	0	0	0	0	0	58
Total	0	1906	690	0	3319	321	753	0	1805	0	0	0	8795
#22 Jamboree Rd/Michelson Dr													
Base	177	1601	201	651	2898	575	309	243	93	443	560	670	8420
Added	0	45	0	0	13	0	0	0	0	0	0	0	58
Total	177	1646	201	651	2911	575	309	243	93	443	560	670	8478
#23 Jamboree Rd/Dupont Dr													
Base	245	1687	12	52	2391	522	68	12	40	39	65	159	5292
Added	0	45	0	0	13	0	0	0	0	0	0	0	58
Total	245	1732	12	52	2404	522	68	12	40	39	65	159	5350
#24 Jamboree Rd/Campus Dr													
Base	197	1527	70	325	1954	162	166	304	45	593	494	220	6056
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	3	0	113
Total	197	1675	70	325	2062	162	166	306	46	594	497	220	6319
#25 Jamboree Rd/Birch St													
Base	167	1669	1	5	2049	543	147	2	28	0	0	0	4612
Added	0	99	0	0	30	5	17	0	0	0	0	0	151
Commit	0	33	0	0	74	1	0	0	0	0	0	0	108
Total	167	1801	1	5	2153	549	164	2	28	0	0	0	4871
#26 Jamboree Rd/Fairchild Rd													
Base	9	1792	40	342	2073	11	25	0	30	8	2	326	4658
Added	0	99	0	0	30	0	0	0	0	0	0	0	129
Total	9	1891	40	342	2103	11	25	0	30	8	2	326	4787

Uptown Newport - 2021 Without Uptown
AM Peak Hour - HCM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#27 Jamboree Rd/Bristol St N													
Base	563	792	612	0	695	251	0	0	0	0	0	0	2913
Added	0	274	0	0	160	2	0	0	0	0	0	0	436
Commit	29	48	21	0	89	13	0	0	0	0	0	0	200
Total	592	1114	633	0	944	266	0	0	0	0	0	0	3549
#28 Jamboree Rd./Bristol St													
Base	0	1239	29	0	719	0	656	255	998	0	0	0	3896
Added	0	268	0	0	160	0	6	0	0	0	0	0	434
Commit	0	116	0	0	90	0	5	4	111	0	0	0	326
Total	0	1623	29	0	969	0	667	259	1109	0	0	0	4656
#29 Jamboree Rd/Bayview Wy													
Base	14	1597	36	94	1704	29	123	0	42	20	0	39	3699
Added	0	268	0	0	160	0	0	0	0	0	0	0	428
Commit	6	30	0	0	76	14	1	0	1	0	0	0	128
Total	20	1895	36	94	1940	43	124	0	43	20	0	39	4255
#30 Jamboree Rd/University Dr													
Base	99	1344	200	70	1317	283	413	105	35	284	134	167	4451
Added	0	268	75	0	160	0	0	0	0	22	0	0	525
Commit	0	93	5	0	178	0	0	1	0	1	1	4	283
Total	99	1705	280	70	1655	283	413	106	35	307	135	171	5259
#31 Carlson Ave/Michelson Dr													
Base	496	133	157	30	28	248	482	566	75	213	983	95	3509
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	496	133	157	30	28	248	482	566	75	213	983	95	3509
#32 Carlson Ave/Campus Dr													
Base	0	0	0	160	2	398	124	518	0	0	936	95	2233
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	160	2	398	124	518	0	0	936	95	2233
#33 Harvard Ave/Michelson Dr													
Base	106	319	26	161	781	500	153	271	59	144	828	206	3554
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	106	319	26	161	781	500	153	271	59	144	828	206	3554
#34 Campus Dr/Bristol St N													
Base	401	1488	0	0	235	143	0	0	0	136	957	157	3517
Added	0	170	0	0	65	37	0	0	0	3	14	0	289
Commit	0	6	0	0	1	2	0	0	0	0	8	0	17
Total	401	1664	0	0	301	182	0	0	0	139	979	157	3823

Uptown Newport - 2021 Without Uptown
AM Peak Hour - HCM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#35 Birch St/Bristol St N													
Base	93	858	0	0	132	102	0	0	0	392	1071	222	2870
Added	0	4	0	0	0	15	0	0	0	0	2	0	21
Commit	6	8	0	0	26	0	0	0	0	50	1	0	91
Total	99	870	0	0	158	117	0	0	0	442	1074	222	2982
#36 Campus Dr/Bristol St													
Base	0	943	192	99	274	0	1065	1468	420	0	0	0	4462
Added	0	152	1	0	68	0	19	3	0	0	0	0	243
Commit	0	4	0	0	1	0	3	26	0	0	0	0	34
Total	0	1099	193	99	343	0	1087	1497	420	0	0	0	4739
#37 Birch St/Bristol St S													
Base	0	269	253	178	345	0	673	967	144	0	0	0	2829
Added	0	0	0	0	0	0	4	0	0	0	0	0	4
Commit	0	14	14	0	76	0	0	2	25	0	0	0	131
Total	0	283	267	178	421	0	677	969	169	0	0	0	2964
#38 Bayview Pl/Bristol St													
Base	0	0	81	0	0	0	0	2406	266	0	0	0	2753
Added	0	0	0	0	0	0	0	6	0	0	0	0	6
Commit	0	0	2	0	0	0	0	50	1	0	0	0	53
Total	0	0	83	0	0	0	0	2462	267	0	0	0	2812
#39 Irvine Avenue / Mesa Drive													
Base	70	1007	338	9	496	34	86	143	94	166	34	7	2484
Added	0	153	0	0	68	0	0	0	0	0	0	0	221
Commit	0	2	26	0	0	0	0	0	1	6	0	0	35
Total	70	1162	364	9	564	34	86	143	95	172	34	7	2740
#40 University Dr/Campus Dr													
Base	97	594	339	114	1805	222	207	401	16	38	457	260	4551
Added	0	75	0	0	22	0	0	0	0	0	0	0	97
Total	97	669	339	114	1827	222	207	401	16	38	457	260	4648
#41 Mesa Rd/University Dr													
Base	36	0	73	0	0	0	0	987	113	161	1866	0	3236
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	36	0	73	0	0	0	0	1062	113	161	1888	0	3333
#42 California Ave/University Dr													
Base	42	0	90	0	0	0	0	1102	328	776	1172	0	3510
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	42	0	90	0	0	0	0	1177	328	776	1194	0	3607
#43 Birch Dwy													
Base	1	0	14	0	0	0	0	80	21	46	333	0	495
Added	0	0	0	0	0	0	0	17	0	0	5	0	22
Total	1	0	14	0	0	0	0	97	21	46	338	0	517

Uptown Newport - 2021 Without Uptown
AM Peak Hour - HCM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#238 Proj Dwy on Jamboree Rd [right-in / right-out conexant access]													
Base	23	1637	0	0	1534	20	3	0	6	0	0	0	3223
Added	0	99	0	0	30	0	0	0	0	0	0	0	129
Total	23	1736	0	0	1564	20	3	0	6	0	0	0	3352

Uptown Newport - 2021 Without Uptown
AM Peak Hour - HCM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 1 MacArthur Blvd/Main St	C	29.1	0.551	C	29.1	0.552	-0.010 D/V
# 2 MacArthur Blvd/I-405 NB Ramps	C	21.6	0.720	C	21.6	0.724	-0.021 D/V
# 3 MacArthur Blvd/I-405 SB Ramps	C	20.3	0.682	C	20.4	0.685	+ 0.178 D/V
# 4 MacArthur Blvd/Michelson Dr	C	25.6	0.615	C	25.4	0.618	-0.114 D/V
# 5 MacArthur Blvd/Campus Dr	C	27.7	0.578	C	27.5	0.598	-0.154 D/V
# 6 MacArthur Blvd/Birch St	C	22.7	0.363	C	22.5	0.407	-0.134 D/V
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.584	B	xxxxx	0.667	+ 0.083 V/C
# 8 MacArthur Blvd/Jamboree Rd	C	27.7	0.648	C	29.7	0.762	+ 1.971 D/V
# 9 MacArthur Blvd/Fairchild Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
# 10 MacArthur Blvd NB/Univeristy D	F	420.8	1.626	F	488.3	1.683	+67.426 D/V
# 11 MacArthur Blvd SB/University D	F	77.9	1.152	F	104.3	1.208	+26.411 D/V
# 12 Von Karman Ave/Main St	F	OVRFL	3.240	F	OVRFL	3.243	+26.255 D/V
# 13 Von Karman Ave/Michelson Dr	C	28.3	0.631	C	28.3	0.632	-0.009 D/V
# 14 Von Karman Ave/Dupont Dr	B	16.0	0.446	B	16.0	0.448	-0.017 D/V
# 15 Von Karman Ave/Campus Dr	C	27.8	0.623	C	27.8	0.626	+ 0.018 D/V
# 16 Von Karman Ave/Birch St	C	20.3	0.257	B	19.7	0.292	-0.617 D/V
# 17 Teller Ave/Campus Dr	E	72.6	1.007	E	72.6	1.007	+ 0.000 D/V
# 18 Teller Ave/Birch St	B	12.1	0.045	B	12.3	0.047	+ 0.172 D/V
# 19 Jamboree Rd/Main St	C	33.0	0.867	C	33.0	0.868	-0.011 D/V
# 20 Jamboree Rd/I-405 NB Ramps	B	18.9	0.669	B	18.9	0.676	-0.002 D/V
# 21 Jamboree Rd/I-405 SB Ramps	E	60.4	1.103	E	60.8	1.105	+ 0.399 D/V
# 22 Jamboree Rd/Michelson Dr	C	29.0	0.753	C	29.0	0.755	-0.016 D/V
# 23 Jamboree Rd/Dupont Dr	B	18.3	0.841	B	18.2	0.843	-0.056 D/V
# 24 Jamboree Rd/Campus Dr	C	26.0	0.722	C	25.8	0.744	-0.162 D/V

Uptown Newport - 2021 Without Uptown
AM Peak Hour - HCM

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 25 Jamboree Rd/Birch St	A	6.6	0.534	A	6.7	0.559	+ 0.118 D/V
# 26 Jamboree Rd/Fairchild Rd	B	18.5	0.668	B	18.4	0.687	-0.131 D/V
* # 27 Jamboree Rd/Bristol St N	A	7.9	0.303	A	7.5	0.357	-0.400 D/V
* # 28 Jamboree Rd./Bristol St	B	17.9	0.498	B	19.5	0.577	+ 1.636 D/V
# 29 Jamboree Rd/Bayview Wy	A	8.0	0.348	A	7.2	0.392	-0.786 D/V
# 30 Jamboree Rd/University Dr	C	21.7	0.532	C	20.3	0.604	-1.448 D/V
# 31 Carlson Ave/Michelson Dr	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
# 32 Carlson Ave/Campus Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
# 33 Harvard Ave/Michelson Dr	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
# 34 Campus Dr/Bristol St N	B	18.2	0.451	B	18.3	0.489	+ 0.129 D/V
# 35 Birch St/Bristol St N	B	17.9	0.444	B	18.0	0.454	+ 0.100 D/V
# 36 Campus Dr/Bristol St	B	17.0	0.577	B	17.9	0.603	+ 0.928 D/V
# 37 Birch St/Bristol St S	B	16.8	0.354	B	17.1	0.362	+ 0.312 D/V
# 38 Bayview Pl/Bristol St	A	1.8	0.376	A	1.8	0.385	+ 0.013 D/V
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.341	A	xxxxx	0.376	+ 0.034 V/C
# 40 University Dr/Campus Dr	E	xxxxx	0.978	E	xxxxx	0.985	+ 0.007 V/C
# 41 Mesa Rd/University Dr	B	xxxxx	0.629	B	xxxxx	0.636	+ 0.007 V/C
# 42 California Ave/University Dr	D	xxxxx	0.856	D	xxxxx	0.879	+ 0.023 V/C
# 43 Birch Dwy	A	0.3	0.000	A	0.3	0.000	+ 0.000 D/V
#238 Proj Dwy on Jamboree Rd	E	39.5	0.071	E	43.1	0.079	+ 3.511 D/V

Uptown Newport - 2021 Without Uptown
AM Peak Hour - HCM

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

Intersection #1 MacArthur Blvd/Main St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 5 Average Delay (sec/veh): 29.1
Optimal Cycle: 27 Level Of Service: C

Street Name:	MacArthur Boulevard									Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	2	2 0	4 0	1	1 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	882	917	1306	374	517	100	83	550	288	265	597	220
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	1003	1428	409	565	109	91	601	315	290	653	241
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:	964	1035	1428	409	574	109	91	601	315	290	653	241
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	1035	0	409	574	109	91	601	315	290	653	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	964	1035	0	409	574	109	91	601	315	290	653	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:	964	1035	0	409	574	109	91	601	315	290	653	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.97	0.94	0.98	0.97	0.90	1.01	0.97	0.90	0.98	0.97	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.:	3721	7348	3553	3721	7348	1716	1918	5511	1716	3721	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.26	0.14	0.00	0.11	0.08	0.06	0.05	0.11	0.18	0.08	0.12	0.00
Crit Moves:	****				****			****			****	
Green/Cycle:	0.47	0.34	0.00	0.27	0.14	0.14	0.10	0.20	0.67	0.14	0.24	0.00
Volume/Cap:	0.55	0.41	0.00	0.41	0.55	0.45	0.49	0.55	0.28	0.55	0.49	0.00
Delay/Veh:	19.4	25.2	0.0	30.4	40.6	40.7	44.8	36.7	6.9	41.3	32.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	25.2	0.0	30.4	40.6	40.7	44.8	36.7	6.9	41.3	32.9	0.0
LOS by Move:	B	C	A	C	D	D	D	D	A	D	C	A
HCM2kAvgQ:	10	6	0	5	5	4	3	7	4	4	6	0

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

Uptown Newport - 2021 Without Uptown
AM Peak Hour - HCM

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

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	5	Average Delay (sec/veh):	21.6
Optimal Cycle:	42	Level Of Service:	C

Street Name:	MacArthur Blvd									I-405 NB Ramps		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	2	2	0	4	0	0	0	0	0	0	2	0	0	0	2
Volume Module:												
Base Vol:	0	2391	316	194	1018	0	0	0	0	922	0	649
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	2614	346	212	1113	0	0	0	0	1008	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	2646	378	212	1122	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	2646	378	212	1122	0	0	0	0	1008	0	710
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2646	378	212	1122	0	0	0	0	1008	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	2646	378	212	1122	0	0	0	0	1008	0	710
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.79	0.98	0.97	1.06	1.06	1.06	1.06	0.98	1.06	0.79
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	7348	3020	3721	7348	0	0	0	0	3721	0	3020
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.13	0.06	0.15	0.00	0.00	0.00	0.00	0.27	0.00	0.23
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.50	0.50	0.08	0.58	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.72	0.25	0.72	0.27	0.00	0.00	0.00	0.00	0.72	0.00	0.63
Delay/Veh:	0.0	20.5	14.5	53.7	10.6	0.0	0.0	0.0	0.0	28.8	0.0	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.5	14.5	53.7	10.6	0.0	0.0	0.0	0.0	28.8	0.0	26.7
LOS by Move:	A	C	B	D	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	17	4	3	5	0	0	0	0	15	0	11

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

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Uptown Newport - 2021 Without Uptown
AM Peak Hour - HCM

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

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	5	Average Delay (sec/veh):	20.4
Optimal Cycle:	37	Level Of Service:	C

Street Name:	MacArthur Boulevard									I-405 SB Ramps		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	4	0	1	0	0	0	0	0	2	0	1	0	1
Volume Module:												
Base Vol:	0	1528	389	177	1217	520	0	0	0	964	288	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	1671	425	194	1331	569	0	0	0	1054	315	1255
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	1735	425	194	1340	569	0	0	0	1063	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	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	1735	425	194	1340	569	0	0	0	1063	315	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1735	425	194	1340	569	0	0	0	1063	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1735	425	194	1340	569	0	0	0	1063	315	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.90	0.98	0.97	0.90	1.06	1.06	1.06	0.88	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	7348	1716	3721	7348	1716	0	0	0	3329	2019	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.25	0.05	0.18	0.33	0.00	0.00	0.00	0.32	0.16	0.00
Crit Moves:	****					****				****		
Green/Cycle:	0.00	0.40	0.86	0.09	0.48	0.48	0.00	0.00	0.00	0.47	0.47	0.00
Volume/Cap:	0.00	0.60	0.29	0.60	0.38	0.68	0.00	0.00	0.00	0.68	0.33	0.00
Delay/Veh:	0.0	24.2	1.4	46.9	16.4	22.3	0.0	0.0	0.0	22.2	17.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.2	1.4	46.9	16.4	22.3	0.0	0.0	0.0	22.2	17.1	0.0
LOS by Move:	A	C	A	D	B	C	A	A	A	C	B	A
HCM2kAvgQ:	0	11	2	3	7	14	0	0	0	14	6	0

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

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Uptown Newport - 2021 Without Uptown
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	5	Average Delay (sec/veh):	18.9
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	4 0 2	0	0	0 0 0	3	0	0 0 1
Volume Module:												
Base Vol:	0	1771	610	0	1900	1700	0	0	0	1450	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	1585	0	983
Added Vol:	0	32	0	0	9	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1968	667	0	2086	1859	0	0	0	1589	0	983
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	1968	0	0	2086	0	0	0	0	1589	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1968	0	0	2086	0	0	0	0	1589	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	1968	0	0	2086	0	0	0	0	1589	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	0.98	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5581	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.28	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.53	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.42	0.00	0.00
Volume/Cap:	0.00	0.68	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.68	0.00	0.00
Delay/Veh:	0.0	17.9	0.0	0.0	15.7	0.0	0.0	0.0	0.0	24.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	0.0	0.0	15.7	0.0	0.0	0.0	0.0	24.2	0.0	0.0
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	A
HCM2kAvgQ:	0	16	0	0	11	0	0	0	0	14	0	0

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

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.105
Loss Time (sec):	5	Average Delay (sec/veh):	60.8
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 0 1	0	0	4 0 1	2	0	0 0 2	1	0	0 0 0
Volume Module:												
Base Vol:	0	1714	619	0	3024	294	689	0	1651	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	1874	677	0	3306	321	753	0	1805	0	0	0
Added Vol:	0	32	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	1906	690	0	3319	321	753	0	1805	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	1906	0	0	3319	0	753	0	1805	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1906	0	0	3319	0	753	0	1805	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	1906	0	0	3319	0	753	0	1805	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	0.98	1.06	0.79	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	1.00	0.00	0.00
Final Sat.:	0	7348	2019	0	7348	2019	3721	0	3020	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.45	0.00	0.20	0.00	0.60	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.54	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.00	0.63	0.00	0.00	1.10	0.00	0.37	0.00	1.10	0.00	0.00	0.00
Delay/Veh:	0.0	24.0	0.0	0.0	82.3	0.0	13.3	0.0	79.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.0	0.0	0.0	82.3	0.0	13.3	0.0	79.7	0.0	0.0	0.0
LOS by Move:	A	C	A	A	F	A	B	A	E	A	A	A
HCM2kAvgQ:	0	12	0	0	40	0	7	0	47	0	0	0

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

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

Intersection #22 Jamboree Rd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	5	Average Delay (sec/veh):	29.0
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Jamboree Road						Michelson Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	2	0 4	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	162	1464	184	595	2650	526	283	222	85	405	512	613
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	2898	575	309	243	93	443	560	670
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:	177	1646	201	651	2911	575	309	243	93	443	560	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	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:	177	1646	201	651	2911	0	309	243	93	443	560	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	1646	201	651	2911	0	309	243	93	443	560	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:	177	1646	201	651	2911	0	309	243	93	443	560	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.01	0.97	0.90	0.98	0.97	1.06	0.98	0.97	0.97	0.98	1.01	1.06
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	2.00	1.45	0.55	2.00	2.00	1.00
Final Sat.:	1918	7348	1716	3721	7348	2019	3721	2657	1017	3721	3836	2019
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.12	0.17	0.40	0.00	0.08	0.09	0.09	0.12	0.15	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.36	0.36	0.28	0.52	0.00	0.11	0.13	0.13	0.17	0.19	0.00
Volume/Cap:	0.76	0.62	0.32	0.62	0.76	0.00	0.76	0.69	0.69	0.69	0.76	0.00
Delay/Veh:	55.5	26.6	23.3	32.2	19.6	0.0	51.0	45.8	45.8	42.2	42.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	26.6	23.3	32.2	19.6	0.0	51.0	45.8	45.8	42.2	42.6	0.0
LOS by Move:	E	C	C	C	B	A	D	D	D	D	D	A
HCM2kAvgQ:	6	11	4	8	18	0	5	5	5	7	9	0

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

Uptown Newport - 2021 Without Uptown
AM Peak Hour - HCM

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

Intersection #23 Jamboree Rd/Dupont Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	5	Average Delay (sec/veh):	18.2
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Jamboree Road						Dupont Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 4	0 1	1	0 2	1 0	1	0 1	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	224	1543	11	48	2187	477	62	11	37	36	59	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	2391	522	68	12	40	39	65	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	2404	522	68	12	40	39	65	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	2404	522	68	12	40	39	65	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1732	12	52	2404	522	68	12	40	39	65	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	1732	12	52	2404	522	68	12	40	39	65	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.01	0.97	0.90	1.01	0.94	0.94	1.01	0.89	0.89	1.01	1.06	0.90
Lanes:	1.00	4.00	1.00	1.00	2.47	0.53	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1918	7348	1716	1918	4406	956	1918	1695	1695	1918	2019	1716
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.01	0.03	0.55	0.55	0.04	0.01	0.02	0.02	0.03	0.09
Crit Moves:	****				****		****					****
Green/Cycle:	0.15	0.72	0.72	0.08	0.65	0.65	0.04	0.08	0.08	0.07	0.11	0.11
Volume/Cap:	0.84	0.33	0.01	0.33	0.84	0.84	0.84	0.09	0.29	0.29	0.29	0.84
Delay/Veh:	60.8	5.3	4.1	44.4	15.7	15.7	99.5	42.6	44.1	45.4	41.7	71.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	5.3	4.1	44.4	15.7	15.7	99.5	42.6	44.1	45.4	41.7	71.4
LOS by Move:	E	A	A	D	B	B	F	D	D	D	D	E
HCM2kAvgQ:	10	5	0	1	26	26	2	0	1	1	2	7

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

Uptown Newport - 2021 Without Uptown
AM Peak Hour - HCM

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

Intersection #26 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0	Average Delay (sec/veh):	18.4
Optimal Cycle:	73	Level Of Service:	B

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 2	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	8	1639	37	313	1896	10	23	0	27	7	2	298
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	9	1792	40	342	2073	11	25	0	30	8	2	326
Added Vol:	0	99	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:	9	1891	40	342	2103	11	25	0	30	8	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:	9	1891	40	342	2103	11	25	0	30	8	2	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1891	40	342	2103	11	25	0	30	8	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:	9	1891	40	342	2103	11	25	0	30	8	2	326
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	0.91	0.91	0.95	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.94	0.06	2.00	2.98	0.02	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	5063	108	3502	5155	27	1805	0	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.10	0.41	0.41	0.01	0.00	0.02	0.00	0.00	0.20
Crit Moves:		****		****			****					****
Green/Cycle:	0.01	0.54	0.54	0.14	0.68	0.68	0.02	0.00	0.02	0.06	0.29	0.29
Volume/Cap:	0.60	0.69	0.69	0.69	0.60	0.60	0.69	0.00	0.90	0.07	0.00	0.69
Delay/Veh:	104.3	17.3	17.3	44.8	9.1	9.1	91.6	0.0	165.4	44.7	25.0	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.3	17.3	17.3	44.8	9.1	9.1	91.6	0.0	165.4	44.7	25.0	35.4
LOS by Move:	F	B	B	D	A	A	F	A	F	D	C	D
HCM2kAvgQ:	1	16	16	7	13	13	2	0	3	0	0	10

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

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Uptown Newport - 2021 Without Uptown
AM Peak Hour - HCM

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.357
Loss Time (sec):	0	Average Delay (sec/veh):	7.5
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 1	0	0 2	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	510	717	554	0	629	227	0	0	0	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	563	792	612	0	695	251	0	0	0	0	0	0
Added Vol:	0	274	0	0	160	2	0	0	0	0	0	0
Committed P:	29	48	21	0	89	13	0	0	0	0	0	0
Initial Fut:	592	1114	633	0	944	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:	592	1114	633	0	944	266	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	1114	633	0	944	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:	592	1114	633	0	944	266	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	1.00	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.91	1.09	0.00	3.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3502	3267	1856	0	5016	1672	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.34	0.00	0.19	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.47	1.00	1.00	0.00	0.53	0.53	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.36	0.34	0.34	0.00	0.36	0.30	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	16.8	0.0	0.0	0.0	13.9	13.4	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	0.0	0.0	0.0	13.9	13.4	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2kAvgQ:	6	0	0	0	6	5	0	0	0	0	0	0

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

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Uptown Newport - 2021 Without Uptown
AM Peak Hour - HCM

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

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	0	Average Delay (sec/veh):	19.5
Optimal Cycle:	44	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			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 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1122	26	0	651	0	656	255	998	0	0	0
Growth Adj:	1.10	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	1239	29	0	719	0	656	255	998	0	0	0
Added Vol:	0	268	0	0	160	0	6	0	0	0	0	0
Committed P:	0	116	0	0	90	0	5	4	111	0	0	0
Initial Fut:	0	1623	29	0	969	0	667	259	1109	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1623	29	0	969	0	667	259	1109	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1623	29	0	969	0	667	259	1109	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1623	29	0	969	0	667	259	1109	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.90	0.90	0.75	1.00	1.00	1.00
Lanes:	0.00	4.91	0.09	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	8469	150	0	5187	0	3433	1717	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.00	0.19	0.00	0.19	0.15	0.39	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.32	0.32	0.00	0.32	0.00	0.68	0.68	0.68	0.00	0.00	0.00
Volume/Cap:	0.00	0.59	0.59	0.00	0.58	0.00	0.29	0.22	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	28.6	28.6	0.0	28.6	0.0	6.6	6.2	9.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.6	28.6	0.0	28.6	0.0	6.6	6.2	9.0	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	9	9	0	9	0	4	3	10	0	0	0

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

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Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

Scenario Report

Scenario:	CEQA 2021 - w/o Uptown PM HCM
Command:	CEQA 2021 - w/o Uptown PM HCM
Volume:	2021 Ex+Commit PM
Geometry:	Planned HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Cumul+Koll PM
Trip Distribution:	Cumulative
Paths:	Project
Routes:	Default Route
Configuration:	HCM

Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

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	557.00	926	557	1483	10.5
	Zone 202 Subtotal					926	557	1483	10.5
205	Banning Ranc	1.00	Banning Ranch	659.00	447.00	659	447	1106	7.8
	Zone 205 Subtotal					659	447	1106	7.8
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	2481.00	6609.00	2481	6609	9090	64
	Zone 304 Subtotal					2481	6609	9090	64.2
TOTAL						5543	8488	14031	99.1

Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

Trip Generation Report

Forecast for Koll Project PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Koll Center	1.00	Koll	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 - 2021 Without Uptown
PM Peak Hour - HCM

Turning Movement Report
Cumulative PM + Koll Project PM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 MacArthur Blvd/Main St													
Base	748	1256	543	294	1126	109	98	758	696	637	728	625	7621
Added	0	19	0	0	32	0	0	0	0	0	0	0	51
Total	748	1275	543	294	1158	109	98	758	696	637	728	625	7672
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	2149	1052	621	1808	0	0	0	0	652	0	312	6593
Added	0	19	18	0	32	0	0	0	0	0	0	0	69
Total	0	2168	1070	621	1840	0	0	0	0	652	0	312	6662
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	2483	735	645	1472	415	0	0	0	729	307	703	7490
Added	0	38	0	0	32	0	0	0	0	31	0	0	101
Total	0	2521	735	645	1504	415	0	0	0	760	307	703	7591
#4 MacArthur Blvd/Michelson Dr													
Base	140	1678	113	868	1887	0	492	212	107	510	101	858	6966
Added	0	38	0	0	63	0	0	0	0	0	0	0	101
Total	140	1716	113	868	1950	0	492	212	107	510	101	858	7067
#5 MacArthur Blvd/Campus Dr													
Base	125	1114	89	231	1195	769	385	719	115	133	1195	175	6244
Added	0	66	0	0	109	7	4	0	0	0	0	0	186
Commit	0	58	0	0	27	1	0	0	0	0	0	1	87
Total	125	1238	89	231	1331	777	389	719	115	133	1195	176	6517
#6 MacArthur Blvd/Birch St													
Base	124	743	28	47	943	190	274	197	58	99	391	129	3224
Added	0	62	0	16	107	0	0	15	0	0	9	10	219
Commit	0	40	0	0	21	8	18	18	0	0	8	0	113
Total	124	845	28	63	1071	198	292	230	58	99	408	139	3556
#7 MacArthur Blvd/Von Karman Ave													
Base	41	605	139	30	876	80	111	173	152	617	88	63	2975
Added	0	62	107	0	107	0	0	6	0	134	3	0	419
Commit	0	46	2	7	34	0	0	0	0	0	1	0	90
Total	41	713	248	37	1017	80	111	179	152	751	92	63	3484
#8 MacArthur Blvd/Jamboree Rd													
Base	272	471	405	170	1086	331	214	1068	28	669	1022	172	5909
Added	0	149	64	0	210	31	20	186	0	82	268	0	1010
Commit	6	42	1	4	21	11	11	70	0	1	49	3	219
Total	278	662	470	174	1317	373	245	1324	28	752	1339	175	7138

Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#9 MacArthur Blvd/Fairchild Rd													
Base	0	1374	113	40	1939	0	0	0	0	456	0	200	4122
Added	0	72	0	0	102	0	0	0	0	0	0	0	174
Total	0	1446	113	40	2041	0	0	0	0	456	0	200	4296
#10 MacArthur Blvd NB/Univeristy Dr													
Base	27	0	343	0	0	0	0	984	94	684	818	0	2951
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	27	0	343	0	0	0	0	1029	94	684	892	0	3070
#11 MacArthur Blvd SB/University Dr													
Base	8	0	100	0	0	0	0	773	36	298	430	0	1645
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	8	0	100	0	0	0	0	818	36	298	504	0	1764
#12 Von Karman Ave/Main St													
Base	341	1195	302	183	678	212	617	1813	185	133	760	114	6532
Added	0	2	0	0	4	0	0	0	0	0	0	0	6
Total	341	1197	302	183	682	212	617	1813	185	133	760	114	6538
#13 Von Karman Ave/Michelson Dr													
Base	73	1069	115	294	1482	213	227	575	105	196	741	387	5478
Added	0	2	0	0	4	0	0	0	0	0	0	0	6
Total	73	1071	115	294	1486	213	227	575	105	196	741	387	5484
#14 Von Karman Ave/Dupont Dr													
Base	65	1103	98	93	1423	38	22	180	160	69	214	144	3609
Added	0	2	0	0	4	0	0	0	0	0	0	0	6
Total	65	1105	98	93	1427	38	22	180	160	69	214	144	3615
#15 Von Karman Ave/Campus Dr													
Base	92	605	191	245	1076	312	241	690	67	126	887	83	4613
Added	0	2	0	0	4	0	0	0	0	0	0	0	6
Commit	0	3	3	0	1	0	0	0	0	0	2	0	9
Total	92	610	194	245	1081	312	241	690	67	126	889	83	4628
#16 Von Karman Ave/Birch St													
Base	44	428	58	18	602	123	106	189	19	10	217	41	1855
Added	10	85	0	1	122	0	0	3	28	1	9	1	260
Total	54	513	58	19	724	123	106	192	47	11	226	42	2115
#17 Teller Ave/Campus Dr													
Base	44	125	72	144	136	159	74	953	30	55	476	85	2352
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	44	125	72	144	136	159	74	953	30	55	476	85	2352

Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Teller Ave/Birch St													
Base	16	20	43	32	2	46	43	258	7	4	143	8	622
Added	0	0	7	0	0	0	0	2	0	12	4	0	25
Total	16	20	50	32	2	46	43	260	7	16	147	8	647
#19 Jamboree Rd/Main St													
Base	611	2937	534	356	2517	218	519	1308	818	622	395	328	11163
Added	0	19	0	0	32	0	0	0	0	0	0	0	51
Total	611	2956	534	356	2549	218	519	1308	818	622	395	328	11214
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	3839	1006	0	2806	1246	0	0	0	803	0	250	9950
Added	0	19	0	0	32	0	0	0	0	12	0	0	63
Total	0	3858	1006	0	2838	1246	0	0	0	815	0	250	10013
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	3142	1170	0	3134	700	1614	0	1109	0	0	0	10868
Added	0	19	7	0	44	0	0	0	0	0	0	0	70
Total	0	3161	1177	0	3178	700	1614	0	1109	0	0	0	10938
#22 Jamboree Rd/Michelson Dr													
Base	74	2619	608	1210	2212	471	1151	412	186	336	285	757	10322
Added	0	27	0	0	44	0	0	0	0	0	0	0	71
Total	74	2646	608	1210	2256	471	1151	412	186	336	285	757	10393
#23 Jamboree Rd/Dupont Dr													
Base	101	2592	32	199	2260	229	385	65	294	32	22	57	6266
Added	0	27	0	0	44	0	0	0	0	0	0	0	71
Total	101	2619	32	199	2304	229	385	65	294	32	22	57	6337
#24 Jamboree Rd/Campus Dr													
Base	122	2111	480	403	1925	202	430	593	280	167	407	280	7401
Added	0	70	0	0	115	0	0	0	0	0	0	0	185
Commit	0	72	1	0	44	0	0	3	0	1	2	0	123
Total	122	2253	481	403	2084	202	430	596	280	168	409	280	7709
#25 Jamboree Rd/Birch St													
Base	155	2060	1	1	2095	216	477	0	168	0	0	0	5174
Added	0	60	0	0	99	16	10	0	0	0	0	0	185
Commit	0	72	0	0	44	0	0	0	1	0	0	0	117
Total	155	2192	1	1	2238	232	487	0	169	0	0	0	5476
#26 Jamboree Rd/Fairchild Rd													
Base	19	2060	28	307	2071	3	71	27	110	21	11	313	5042
Added	0	60	0	0	99	0	0	0	0	0	0	0	159
Total	19	2120	28	307	2170	3	71	27	110	21	11	313	5201

Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#27 Jamboree Rd/Bristol St N													
Base	904	1039	923	0	905	553	0	0	0	0	0	0	4325
Added	0	206	0	0	292	7	0	0	0	0	0	0	505
Commit	22	106	57	0	61	8	0	0	0	0	0	0	254
Total	926	1351	980	0	1258	568	0	0	0	0	0	0	5084
#28 Jamboree Rd./Bristol St													
Base	0	2006	117	0	990	0	772	502	897	0	0	0	5284
Added	0	201	0	0	292	0	4	0	0	0	0	0	497
Commit	0	179	0	0	61	0	37	24	117	0	0	0	418
Total	0	2386	117	0	1343	0	813	526	1014	0	0	0	6199
#29 Jamboree Rd/Bayview Wy													
Base	53	1825	38	91	1877	64	54	0	27	39	0	86	4153
Added	0	201	0	0	292	0	0	0	0	0	0	0	493
Commit	2	83	0	0	39	3	4	0	10	0	0	0	141
Total	55	2109	38	91	2208	67	58	0	37	39	0	86	4787
#30 Jamboree Rd/University Dr													
Base	41	1583	265	166	1539	391	216	86	12	252	142	88	4780
Added	0	201	45	0	292	0	0	0	0	74	0	0	612
Commit	0	184	8	4	143	0	0	0	0	9	0	2	350
Total	41	1968	318	170	1974	391	216	86	12	335	142	90	5742
#31 Carlson Ave/Michelson Dr													
Base	98	85	373	152	152	494	572	1245	423	300	774	163	4832
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	98	85	373	152	152	494	572	1245	423	300	774	163	4832
#32 Carlson Ave/Campus Dr													
Base	0	0	0	199	0	195	371	1157	0	0	680	132	2733
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	199	0	195	371	1157	0	0	680	132	2733
#33 Harvard Ave/Michelson Dr													
Base	82	979	108	378	624	298	482	1044	137	92	429	201	4855
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	82	979	108	378	624	298	482	1044	137	92	429	201	4855
#34 Campus Dr/Bristol St N													
Base	478	651	0	0	799	763	0	0	0	235	1956	106	4988
Added	0	116	0	0	158	27	0	0	0	2	13	0	316
Commit	0	2	0	0	2	3	0	0	0	2	39	0	48
Total	478	769	0	0	959	793	0	0	0	239	2008	106	5352

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Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#35 Birch St/Bristol St N													
Base	156	285	0	0	437	653	0	0	0	417	1475	137	3560
Added	0	15	0	0	0	9	0	0	0	0	7	0	31
Commit	37	38	0	0	17	0	0	0	0	31	4	0	127
Total	193	338	0	0	454	662	0	0	0	448	1486	137	3718
#36 Campus Dr/Bristol St													
Base	0	729	254	202	837	0	421	900	538	0	0	0	3881
Added	0	76	3	0	160	0	40	11	0	0	0	0	290
Commit	0	2	0	0	3	0	2	17	1	0	0	0	25
Total	0	807	257	202	1000	0	463	928	539	0	0	0	4196
#37 Birch St/Bristol St S													
Base	0	230	242	287	567	0	227	996	124	0	0	0	2673
Added	0	0	0	0	0	0	15	0	0	0	0	0	15
Commit	0	74	77	0	48	0	0	7	15	0	0	0	221
Total	0	304	319	287	615	0	242	1003	139	0	0	0	2909
#38 Bayview Pl/Bristol St													
Base	0	0	250	0	0	0	0	2614	101	0	0	0	2965
Added	0	0	0	0	0	0	0	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	2644	101	0	0	0	3018
#39 Irvine Avenue / Mesa Drive													
Base	51	621	158	7	1280	182	26	53	106	494	170	16	3164
Added	0	79	0	0	160	0	0	0	0	0	0	0	239
Commit	0	1	16	0	2	0	0	0	0	37	0	0	56
Total	51	701	174	7	1442	182	26	53	106	531	170	16	3459
#40 University Dr/Campus Dr													
Base	201	1611	387	82	973	82	401	635	122	260	582	120	5457
Added	0	45	0	0	74	0	0	0	0	0	0	0	119
Total	201	1656	387	82	1047	82	401	635	122	260	582	120	5576
#41 Mesa Rd/University Dr													
Base	159	0	213	0	0	0	0	2138	62	145	1143	0	3860
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	159	0	213	0	0	0	0	2183	62	145	1217	0	3979
#42 California Ave/University Dr													
Base	253	0	843	0	0	0	0	1308	61	93	1248	0	3805
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	253	0	843	0	0	0	0	1353	61	93	1322	0	3924
#43 Birch Dwy													
Base	58	0	46	0	0	0	0	310	25	19	80	0	538
Added	0	0	0	0	0	0	0	10	0	0	16	0	26
Total	58	0	46	0	0	0	0	320	25	19	96	0	564

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Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

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	33.0	0.769	C	33.1	0.774	+ 0.091 D/V
# 2 MacArthur Blvd/I-405 NB Ramps	C	20.5	0.727	C	20.4	0.733	-0.088 D/V
# 3 MacArthur Blvd/I-405 SB Ramps	C	21.1	0.769	C	21.5	0.784	+ 0.357 D/V
# 4 MacArthur Blvd/Michelson Dr	D	37.4	0.906	D	37.7	0.912	+ 0.265 D/V
# 5 MacArthur Blvd/Campus Dr	C	32.0	0.885	C	31.7	0.891	-0.277 D/V
# 6 MacArthur Blvd/Birch St	C	29.2	0.544	C	29.6	0.583	+ 0.438 D/V
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.455	A	xxxxx	0.528	+ 0.073 V/C
# 8 MacArthur Blvd/Jamboree Rd	C	30.5	0.697	C	32.9	0.811	+ 2.412 D/V
# 9 MacArthur Blvd/Fairchild Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
# 10 MacArthur Blvd NB/Univeristy D	F	534.6	1.698	F	617.3	1.764	+82.724 D/V
# 11 MacArthur Blvd SB/University D	D	25.1	0.943	D	34.4	1.010	+ 9.254 D/V
# 12 Von Karman Ave/Main St	F	OVRFL	3.929	F	OVRFL	3.933	+48.759 D/V
# 13 Von Karman Ave/Michelson Dr	C	34.9	0.843	C	35.0	0.844	+ 0.033 D/V
# 14 Von Karman Ave/Dupont Dr	B	16.1	0.531	B	16.1	0.532	-0.012 D/V
# 15 Von Karman Ave/Campus Dr	C	34.6	0.854	C	34.7	0.856	+ 0.086 D/V
# 16 Von Karman Ave/Birch St	B	18.8	0.310	B	18.1	0.352	-0.761 D/V
# 17 Teller Ave/Campus Dr	F	172.3	1.272	F	172.3	1.272	+ 0.000 D/V
# 18 Teller Ave/Birch St	B	11.5	0.064	B	11.6	0.068	+ 0.128 D/V
# 19 Jamboree Rd/Main St	D	43.7	0.959	D	44.1	0.964	+ 0.414 D/V
# 20 Jamboree Rd/I-405 NB Ramps	B	12.0	0.885	B	12.3	0.890	+ 0.279 D/V
# 21 Jamboree Rd/I-405 SB Ramps	C	28.3	0.905	C	28.5	0.912	+ 0.185 D/V
# 22 Jamboree Rd/Michelson Dr	E	74.5	1.122	E	75.0	1.126	+ 0.477 D/V
# 23 Jamboree Rd/Dupont Dr	C	23.6	0.783	C	23.6	0.791	+ 0.007 D/V
# 24 Jamboree Rd/Campus Dr	C	27.6	0.797	C	27.8	0.817	+ 0.201 D/V

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Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Jamboree Rd/Birch St	B	11.6	0.622	B	11.5	0.652	-0.060 D/V
# 26 Jamboree Rd/Fairchild Rd	B	19.0	0.724	B	18.9	0.736	-0.056 D/V
# 27 Jamboree Rd/Bristol St N	A	9.4	0.482	A	9.3	0.541	-0.049 D/V
# 28 Jamboree Rd./Bristol St	B	17.7	0.563	B	19.0	0.648	+ 1.275 D/V
# 29 Jamboree Rd/Bayview Wy	A	8.7	0.389	A	8.0	0.431	-0.668 D/V
# 30 Jamboree Rd/University Dr	B	16.2	0.510	B	15.9	0.606	-0.307 D/V
# 31 Carlson Ave/Michelson Dr	D	xxxxx	0.857	D	xxxxx	0.857	+ 0.000 V/C
# 32 Carlson Ave/Campus Dr	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000 V/C
# 33 Harvard Ave/Michelson Dr	E	xxxxx	0.960	E	xxxxx	0.960	+ 0.000 V/C
# 34 Campus Dr/Bristol St N	C	24.1	0.705	C	24.1	0.723	+ 0.009 D/V
# 35 Birch St/Bristol St N	B	18.9	0.469	B	19.7	0.488	+ 0.724 D/V
# 36 Campus Dr/Bristol St	C	20.4	0.463	C	20.3	0.475	-0.101 D/V
# 37 Birch St/Bristol St S	B	19.4	0.326	B	20.0	0.349	+ 0.588 D/V
# 38 Bayview Pl/Bristol St	A	5.7	0.466	A	6.2	0.478	+ 0.501 D/V
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.519	A	xxxxx	0.564	+ 0.045 V/C
# 40 University Dr/Campus Dr	E	xxxxx	0.938	E	xxxxx	0.947	+ 0.009 V/C
# 41 Mesa Rd/University Dr	D	xxxxx	0.892	E	xxxxx	0.906	+ 0.014 V/C
# 42 California Ave/University Dr	C	xxxxx	0.730	C	xxxxx	0.744	+ 0.014 V/C
# 43 Birch Dwy	B	1.3	0.000	B	1.3	0.000	+ 0.000 D/V
#238 Proj Dwy on Jamboree Rd	F	109.9	0.787	F	143.1	0.962	+33.245 D/V

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Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

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

Intersection #1 MacArthur Blvd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	5	Average Delay (sec/veh):	33.1
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:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 4	0 2	2	0 4	0 1	1	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	684	1149	497	269	1030	100	90	693	637	583	666	572
Growth Adj:	1.09	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	1256	543	294	1126	109	98	758	696	637	728	625
Added Vol:	0	19	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:	748	1275	543	294	1158	109	98	758	696	637	728	625
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:	748	1275	0	294	1158	109	98	758	696	637	728	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	748	1275	0	294	1158	109	98	758	696	637	728	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:	748	1275	0	294	1158	109	98	758	696	637	728	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.97	0.94	0.98	0.97	0.90	1.01	0.97	0.90	0.98	0.97	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.:	3721	7348	3553	3721	7348	1716	1918	5511	1716	3721	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.20	0.17	0.00	0.08	0.16	0.06	0.05	0.14	0.41	0.17	0.13	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.26	0.32	0.00	0.15	0.20	0.20	0.14	0.26	0.52	0.22	0.35	0.00
Volume/Cap:	0.77	0.54	0.00	0.54	0.77	0.31	0.38	0.52	0.77	0.77	0.38	0.00
Delay/Veh:	38.2	28.4	0.0	40.8	40.2	34.4	40.3	31.7	23.2	41.2	24.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	28.4	0.0	40.8	40.2	34.4	40.3	31.7	23.2	41.2	24.4	0.0
LOS by Move:	D	C	A	D	D	C	D	C	C	D	C	A
HCM2kAvgQ:	11	9	0	5	11	3	3	8	19	9	6	0

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

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Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

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

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	5	Average Delay (sec/veh):	20.4
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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 2	2	0 4	0 0	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	1965	962	568	1654	0	0	0	0	596	0	285
Growth Adj:	1.09	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	1052	621	1808	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	2168	1070	621	1840	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	2168	1070	621	1840	0	0	0	0	652	0	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2168	1070	621	1840	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
FinalVolume:	0	2168	1070	621	1840	0	0	0	0	652	0	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.79	0.98	0.97	1.06	1.06	1.06	1.06	0.98	1.06	0.79
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	7348	3020	3721	7348	0	0	0	0	3721	0	3020
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.35	0.17	0.25	0.00	0.00	0.00	0.00	0.18	0.00	0.10
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.48	0.48	0.23	0.71	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.61	0.73	0.73	0.35	0.00	0.00	0.00	0.00	0.73	0.00	0.43
Delay/Veh:	0.0	19.2	22.6	39.1	5.6	0.0	0.0	0.0	0.0	38.3	0.0	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.2	22.6	39.1	5.6	0.0	0.0	0.0	0.0	38.3	0.0	32.7
LOS by Move:	A	B	C	D	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	13	14	9	6	0	0	0	0	11	0	5

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

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Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

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

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	5	Average Delay (sec/veh):	21.5
Optimal Cycle:	51	Level Of Service:	C

Street Name:	MacArthur Boulevard									I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	4	0	1	0	0	0	0	0	2	0	1	0	1
Volume Module:																				
Base Vol:	0	2271	672	590	1346	380	0	0	0	667	281	643
Growth Adj:	1.09	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	2483	735	645	1472	415	0	0	0	729	307	703
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	2521	735	645	1504	415	0	0	0	760	307	703
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	2521	735	645	1504	415	0	0	0	760	307	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2521	735	645	1504	415	0	0	0	760	307	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2521	735	645	1504	415	0	0	0	760	307	0
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.90	0.98	0.97	0.90	1.06	1.06	1.06	0.88	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	7348	1716	3721	7348	1716	0	0	0	3329	2019	2019
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.34	0.43	0.17	0.20	0.24	0.00	0.00	0.00	0.23	0.15	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.44	0.73	0.22	0.66	0.66	0.00	0.00	0.00	0.29	0.29	0.00
Volume/Cap:	0.00	0.78	0.59	0.78	0.31	0.37	0.00	0.00	0.00	0.78	0.52	0.00
Delay/Veh:	0.0	25.4	7.2	41.7	7.4	7.9	0.0	0.0	0.0	36.8	30.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.4	7.2	41.7	7.4	7.9	0.0	0.0	0.0	36.8	30.5	0.0
LOS by Move:	A	C	A	D	A	A	A	A	A	D	C	A
HCM2kAvgQ:	0	17	10	10	5	6	0	0	0	13	8	0

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

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Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

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

Intersection #4 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	5	Average Delay (sec/veh):	37.7
Optimal Cycle:	97	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:	1	0	4	0	1	2	0	3	1	0	2	0	1	0	1	2	0	1	0	1
Volume Module:																				
Base Vol:	128	1535	103	794	1726	0	450	194	98	466	92	785
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	140	1678	113	868	1887	0	492	212	107	510	101	858
Added Vol:	0	38	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:	140	1716	113	868	1950	0	492	212	107	510	101	858
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	1716	113	868	1950	0	492	212	107	510	101	858
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	1716	113	868	1950	0	492	212	107	510	101	858
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	1716	113	868	1950	0	492	212	107	510	101	858
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.01	0.97	0.90	0.98	0.97	0.97	0.98	1.06	0.90	0.98	1.06	0.90
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.:	1918	7348	1716	3721	7348	0	3721	2019	1716	3721	2019	1716
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.23	0.07	0.23	0.27	0.00	0.13	0.11	0.06	0.14	0.05	0.50
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.26	0.26	0.26	0.40	0.00	0.15	0.19	0.19	0.25	0.29	0.55
Volume/Cap:	0.66	0.91	0.26	0.91	0.66	0.00	0.91	0.55	0.33	0.55	0.17	0.91
Delay/Veh:	50.2	43.3	29.9	48.8	24.9	0.0	61.9	38.4	35.6	33.5	26.5	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	43.3	29.9	48.8	24.9	0.0	61.9	38.4	35.6	33.5	26.5	33.2
LOS by Move:	D	D	C	D	C	A	E	D	D	C	C	C
HCM2kAvgQ:	5	18	3	15	13	0	11	7	3	7	2	24

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

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Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	5	Average Delay (sec/veh):	12.3
Optimal Cycle:	84	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	4 0 2	0	0	0 0 0	3	0	0 0 1
Volume Module:												
Base Vol:	0	3511	920	0	2566	1140	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	3839	1006	0	2806	1246	0	0	0	803	0	250
Added Vol:	0	19	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	2838	1246	0	0	0	815	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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	3858	0	0	2838	0	0	0	0	815	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3858	0	0	2838	0	0	0	0	815	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	3858	0	0	2838	0	0	0	0	815	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	0.98	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5581	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.70	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.79	0.00	0.00	0.79	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Volume/Cap:	0.00	0.89	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.89	0.00	0.00
Delay/Veh:	0.0	10.3	0.0	0.0	3.8	0.0	0.0	0.0	0.0	51.7	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.3	0.0	0.0	3.8	0.0	0.0	0.0	0.0	51.7	0.0	0.0
LOS by Move:	A	B	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	30	0	0	8	0	0	0	0	12	0	0

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

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Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	5	Average Delay (sec/veh):	28.5
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 0 1	0	0	4 0 1	2	0	0 0 2	1	0	0 0 0
Volume Module:												
Base Vol:	0	2874	1070	0	2866	640	1476	0	1014	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	3134	700	1614	0	1109	0	0	0
Added Vol:	0	19	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	3161	1177	0	3178	700	1614	0	1109	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	3178	0	1614	0	1109	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3161	0	0	3178	0	1614	0	1109	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	3161	0	0	3178	0	1614	0	1109	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	0.98	1.06	0.79	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	1.00	0.00	0.00
Final Sat.:	0	7348	2019	0	7348	2019	3721	0	3020	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.43	0.00	0.43	0.00	0.37	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.47	0.00	0.00	0.47	0.00	0.48	0.00	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	0.91	0.00	0.00	0.91	0.00	0.91	0.00	0.77	0.00	0.00	0.00
Delay/Veh:	0.0	28.2	0.0	0.0	28.5	0.0	31.9	0.0	24.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.2	0.0	0.0	28.5	0.0	31.9	0.0	24.4	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	C	A	C	A	A	A
HCM2kAvgQ:	0	23	0	0	27	0	28	0	17	0	0	0

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

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Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

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

Intersection #26 Jamboree Rd/Fairchild Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	0	Average Delay (sec/veh):	18.9
Optimal Cycle:	86	Level Of Service:	B

Street Name:	Jamboree Road						Fairchild Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	2	0 2	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	17	1884	26	281	1894	3	65	25	101	19	10	286
Growth Adj:	1.09	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	27	110	21	11	313
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	27	110	21	11	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:	19	2120	28	307	2170	3	71	27	110	21	11	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	2120	28	307	2170	3	71	27	110	21	11	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:	19	2120	28	307	2170	3	71	27	110	21	11	313
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	0.91	0.91	0.95	0.88	0.88	0.95	1.00	0.85
Lanes:	1.00	2.96	0.04	2.00	2.99	0.01	1.00	0.20	0.80	1.00	1.00	1.00
Final Sat.:	1805	5108	68	3502	5179	8	1805	332	1340	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.42	0.09	0.42	0.42	0.04	0.08	0.08	0.01	0.01	0.19
Crit Moves:		****		****			****					****
Green/Cycle:	0.02	0.56	0.56	0.12	0.67	0.67	0.05	0.28	0.28	0.04	0.26	0.26
Volume/Cap:	0.63	0.74	0.74	0.74	0.63	0.63	0.74	0.30	0.30	0.30	0.02	0.74
Delay/Veh:	84.8	17.2	17.2	49.2	9.9	9.9	71.9	28.8	28.8	49.1	27.3	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.8	17.2	17.2	49.2	9.9	9.9	71.9	28.8	28.8	49.1	27.3	40.3
LOS by Move:	F	B	B	D	A	A	E	C	C	D	C	D
HCM2kAvgQ:	1	19	19	6	14	14	4	3	3	1	0	10

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

Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	0	Average Delay (sec/veh):	9.3
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 1	0	0 2	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	818	941	836	0	819	501	0	0	0	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	904	1039	923	0	905	553	0	0	0	0	0	0
Added Vol:	0	206	0	0	292	7	0	0	0	0	0	0
Committed P:	22	106	57	0	61	8	0	0	0	0	0	0
Initial Fut:	926	1351	980	0	1258	568	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:	926	1351	980	0	1258	568	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	926	1351	980	0	1258	568	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	1351	980	0	1258	568	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	1.00	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.74	1.26	0.00	2.75	1.25	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3502	2941	2133	0	4539	2052	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.46	0.46	0.00	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.49	1.00	1.00	0.00	0.51	0.51	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.54	0.46	0.46	0.00	0.54	0.54	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	18.2	0.1	0.1	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	0.1	0.1	0.0	16.7	16.7	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2kAvgQ:	10	1	1	0	10	10	0	0	0	0	0	0

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

Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

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

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	0	Average Delay (sec/veh):	19.0
Optimal Cycle:	53	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			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 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1816	106	0	896	0	772	502	897	0	0	0
Growth Adj:	1.10	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	2006	117	0	990	0	772	502	897	0	0	0
Added Vol:	0	201	0	0	292	0	4	0	0	0	0	0
Committed P:	0	179	0	0	61	0	37	24	117	0	0	0
Initial Fut:	0	2386	117	0	1343	0	813	526	1014	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2386	117	0	1343	0	813	526	1014	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2386	117	0	1343	0	813	526	1014	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2386	117	0	1343	0	813	526	1014	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	1.00	0.91	1.00	0.90	0.90	0.75	1.00	1.00	1.00
Lanes:	0.00	4.77	0.23	0.00	3.00	0.00	1.82	1.18	2.00	0.00	0.00	0.00
Final Sat.:	0	8183	402	0	5187	0	3117	2017	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.00	0.26	0.00	0.26	0.26	0.36	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.45	0.45	0.00	0.45	0.00	0.55	0.55	0.55	0.00	0.00	0.00
Volume/Cap:	0.00	0.65	0.65	0.00	0.58	0.00	0.47	0.47	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	21.8	21.8	0.0	20.8	0.0	13.8	13.8	16.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.8	21.8	0.0	20.8	0.0	13.8	13.8	16.7	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	13	13	0	11	0	9	9	12	0	0	0

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

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Uptown Newport - 2021 Without Uptown
PM Peak Hour - HCM

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

Intersection #29 Jamboree Rd/Bayview Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	0	Average Delay (sec/veh):	8.0
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Jamboree Road						Bayview Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	1 0	1	0 4	0 1	2	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	48	1652	34	82	1699	58	54	0	27	39	0	86
Growth Adj:	1.10	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	1825	38	91	1877	64	54	0	27	39	0	86
Added Vol:	0	201	0	0	292	0	0	0	0	0	0	0
Committed P:	2	83	0	0	39	3	4	0	10	0	0	0
Initial Fut:	55	2109	38	91	2208	67	58	0	37	39	0	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	2109	38	91	2208	67	58	0	37	39	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	2109	38	91	2208	67	58	0	37	39	0	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	2109	38	91	2208	67	58	0	37	39	0	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.92	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	3.93	0.07	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	6775	121	1805	6916	1615	3502	1900	1615	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.05	0.32	0.04	0.02	0.00	0.02	0.02	0.00	0.05
Crit Moves:		****		****			****					****
Green/Cycle:	0.07	0.72	0.72	0.12	0.77	0.77	0.04	0.00	0.04	0.08	0.00	0.12
Volume/Cap:	0.42	0.43	0.43	0.43	0.42	0.05	0.43	0.00	0.60	0.28	0.00	0.43
Delay/Veh:	46.4	5.7	5.7	42.5	4.1	2.9	49.2	0.0	62.2	44.4	0.0	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	5.7	5.7	42.5	4.1	2.9	49.2	0.0	62.2	44.4	0.0	42.1
LOS by Move:	D	A	A	D	A	A	D	A	E	D	A	D
HCM2kAvgQ:	2	7	7	3	6	0	1	0	2	1	0	3

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

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APPENDIX E

STATE HIGHWAY ANALYSIS – INTERSECTION ANALYSIS WORKSHEETS

E-5 – 2021 CUMULATIVE CONDITIONS WITH FULL PROJECT

Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM
..

Scenario Report

Scenario:	CEQA 2021 - w/Uptown AM HCM
Command:	CEQA 2021 - w/Uptown AM HCM
Volume:	2021 Ex+Commit - Uptown AM
Geometry:	Planned HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Cumul+Koll+Uptown AM
Trip Distribution:	Cumul w/ Project
Paths:	Project
Routes:	Default Route
Configuration:	HCM

Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM
..

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
205	Banning Ranc	1.00	Banning Ranch	236.00	581.00	236	581	817	6.3
	Zone 205 Subtotal					236	581	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 14,26	1.00	Irvine Approve	6431.00	2009.00	6431	2009	8440	64
	Zone 304 Subtotal					6431	2009	8440	64.7
TOTAL						7439	4959	12398	95.0

Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM
..

Trip Generation Report

Forecast for Koll Project AM

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	0.8
	Zone 101 Subtotal					24	86	110	0.8
TOTAL						24	86	110	0.8

Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM
..

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
103	Existing Con	1.00	Office/Industr	-90.00	-12.00	-90	-12	-102	-0.8
	Zone 103 Subtotal					-90	-12	-102	-0.8
TOTAL						44	499	543	4.2

Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM

Turning Movement Report
Cumulative AM + Koll Project AM + Uptown Newport AM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 MacArthur Blvd/Main St													
Base	964	1003	1428	409	565	109	91	601	315	290	653	241	6669
Added	0	57	0	0	12	0	0	0	0	0	0	0	69
Total	964	1060	1428	409	577	109	91	601	315	290	653	241	6738
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	2614	346	212	1113	0	0	0	0	1008	0	710	6003
Added	0	57	77	0	12	0	0	0	0	0	0	0	146
Total	0	2671	423	212	1125	0	0	0	0	1008	0	710	6149
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	1671	425	194	1331	569	0	0	0	1054	315	1255	6813
Added	0	134	0	0	12	0	0	0	0	18	0	0	164
Total	0	1805	425	194	1343	569	0	0	0	1072	315	1255	6977
#4 MacArthur Blvd/Michelson Dr													
Base	247	1453	260	378	2025	0	320	171	49	134	136	336	5510
Added	0	134	0	0	30	0	0	0	0	0	0	0	164
Total	247	1587	260	378	2055	0	320	171	49	134	136	336	5674
#5 MacArthur Blvd/Campus Dr													
Base	87	1224	127	294	1075	312	437	859	109	106	585	187	5402
Added	0	171	0	2	42	0	0	0	0	0	0	10	225
Commit	0	21	0	0	50	0	0	1	0	0	0	0	72
Total	87	1416	127	296	1167	312	437	860	109	106	585	197	5699
#6 MacArthur Blvd/Birch St													
Base	36	759	95	99	669	222	113	256	57	26	137	38	2508
Added	0	124	0	11	36	0	0	-1	0	0	15	62	247
Commit	1	17	0	0	41	13	3	3	0	0	13	0	91
Total	37	900	95	110	746	235	116	258	57	26	165	100	2846
#7 MacArthur Blvd/Von Karman Ave													
Base	108	802	745	44	304	169	25	88	21	83	120	11	2520
Added	0	124	118	0	36	0	0	2	0	100	6	0	386
Commit	0	33	1	6	46	0	0	0	0	1	2	0	89
Total	108	959	864	50	386	169	25	90	21	184	128	11	2995
#8 MacArthur Blvd/Jamboree Rd													
Base	169	1418	514	80	351	141	413	1028	178	380	711	199	5583
Added	0	195	74	4	114	18	31	262	0	119	318	15	1150
Commit	1	18	1	3	38	12	16	37	0	0	66	8	200
Total	170	1631	589	87	503	171	460	1327	178	499	1095	222	6933

Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#9 MacArthur Blvd/Fairchild Rd													
Base	0	2721	598	309	875	0	0	0	0	33	0	23	4559
Added	0	104	1	0	104	0	0	0	0	15	0	0	224
Total	0	2825	599	309	979	0	0	0	0	48	0	23	4783
#10 MacArthur Blvd NB/Univeristy Dr													
Base	57	0	261	0	0	0	0	1160	112	359	883	0	2832
Added	0	0	0	0	0	0	0	75	0	0	22	0	97
Total	57	0	261	0	0	0	0	1235	112	359	905	0	2929
#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	452	97	99	1253	330	326	548	297	378	1293	142	5368
Added	0	29	0	0	3	0	0	0	0	0	0	0	32
Total	151	481	97	99	1256	330	326	548	297	378	1293	142	5400
#13 Von Karman Ave/Michelson Dr													
Base	58	990	80	183	747	153	185	198	45	226	576	500	3940
Added	0	29	0	0	3	0	0	0	0	0	0	0	32
Total	58	1019	80	183	750	153	185	198	45	226	576	500	3972
#14 Von Karman Ave/Dupont Dr													
Base	103	1094	44	85	796	43	4	80	58	97	161	93	2658
Added	0	29	0	0	3	0	0	0	0	0	0	0	32
Total	103	1123	44	85	799	43	4	80	58	97	161	93	2690
#15 Von Karman Ave/Campus Dr													
Base	21	811	68	60	519	131	306	494	46	113	558	129	3256
Added	0	14	0	3	1	0	0	2	0	0	10	15	45
Commit	0	1	2	0	2	0	0	0	0	0	3	0	8
Total	21	826	70	63	522	131	306	496	46	113	571	144	3309
#16 Von Karman Ave/Birch St													
Base	19	491	41	47	305	120	95	179	28	39	151	19	1534
Added	17	113	1	0	75	0	0	1	8	0	60	11	286
Total	36	604	42	47	380	120	95	180	36	39	211	30	1820
#17 Teller Ave/Campus Dr													
Base	9	65	25	27	145	90	115	396	47	70	634	225	1848
Added	0	0	0	0	0	0	0	5	0	0	25	0	30
Total	9	65	25	27	145	90	115	401	47	70	659	225	1878

Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Teller Ave/Birch St													
Base	2	1	5	21	9	18	29	101	16	45	249	26	522
Added	0	0	13	0	0	0	0	4	0	4	55	0	76
Total	2	1	18	21	9	18	29	105	16	49	304	26	598
#19 Jamboree Rd/Main St													
Base	701	1801	212	488	2740	674	152	306	284	769	800	114	9040
Added	0	57	-1	0	12	0	0	0	0	-5	0	0	63
Total	701	1858	211	488	2752	674	152	306	284	764	800	114	9103
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	1936	667	0	2077	1859	0	0	0	1585	0	983	9108
Added	0	57	29	0	7	0	0	0	0	5	0	0	98
Total	0	1993	696	0	2084	1859	0	0	0	1590	0	983	9206
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	1874	677	0	3306	321	753	0	1805	0	0	0	8737
Added	0	86	50	0	12	0	0	0	-3	0	0	0	145
Total	0	1960	727	0	3318	321	753	0	1802	0	0	0	8882
#22 Jamboree Rd/Michelson Dr													
Base	177	1601	201	651	2898	575	309	243	93	443	560	670	8420
Added	0	136	38	0	9	0	0	0	0	6	0	0	189
Total	177	1737	239	651	2907	575	309	243	93	449	560	670	8609
#23 Jamboree Rd/Dupont Dr													
Base	245	1687	12	52	2391	522	68	12	40	39	65	159	5292
Added	0	174	0	0	15	0	0	0	0	0	0	0	189
Total	245	1861	12	52	2406	522	68	12	40	39	65	159	5481
#24 Jamboree Rd/Campus Dr													
Base	197	1527	70	325	1954	162	166	304	45	593	494	220	6056
Added	25	239	-1	0	34	0	0	0	5	-5	0	0	297
Commit	0	32	0	0	74	0	0	2	1	1	3	0	113
Total	222	1798	69	325	2062	162	166	306	51	589	497	220	6466
#25 Jamboree Rd/Birch St													
Base	167	1669	1	5	2049	543	147	2	28	0	0	0	4612
Added	-1	197	0	0	29	5	67	0	0	0	0	0	297
Commit	0	33	0	0	74	1	0	0	0	0	0	0	108
Total	166	1899	1	5	2152	549	214	2	28	0	0	0	5017
#26 Jamboree Rd/Fairchild Rd													
Base	9	1792	40	342	2073	11	25	0	30	8	2	326	4658
Added	67	87	0	10	48	15	77	5	234	0	4	-3	544
Total	76	1879	40	352	2121	26	102	5	264	8	6	323	5202

Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM
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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#27 Jamboree Rd/Bristol St N													
Base	563	792	612	0	695	251	0	0	0	0	0	0	2913
Added	0	293	0	0	210	126	0	0	0	0	0	0	629
Commit	29	48	21	0	89	13	0	0	0	0	0	0	200
Total	592	1133	633	0	994	390	0	0	0	0	0	0	3742
#28 Jamboree Rd./Bristol St													
Base	0	1239	29	0	719	0	656	255	998	0	0	0	3896
Added	0	272	0	0	210	0	21	0	0	0	0	0	503
Commit	0	116	0	0	90	0	5	4	111	0	0	0	326
Total	0	1627	29	0	1019	0	682	259	1109	0	0	0	4725
#29 Jamboree Rd/Bayview Wy													
Base	14	1597	36	94	1704	29	123	0	42	20	0	39	3699
Added	0	272	0	0	210	0	0	0	0	0	0	0	482
Commit	6	30	0	0	76	14	1	0	1	0	0	0	128
Total	20	1899	36	94	1990	43	124	0	43	20	0	39	4309
#30 Jamboree Rd/University Dr													
Base	99	1344	200	70	1317	283	413	105	35	284	134	167	4451
Added	0	272	75	0	210	0	0	0	0	22	0	0	579
Commit	0	93	5	0	178	0	0	1	0	1	1	4	283
Total	99	1709	280	70	1705	283	413	106	35	307	135	171	5313
#31 Carlson Ave/Michelson Dr													
Base	496	133	157	30	28	248	482	566	75	213	983	95	3509
Added	0	0	0	0	0	0	0	38	0	0	6	0	44
Total	496	133	157	30	28	248	482	604	75	213	989	95	3553
#32 Carlson Ave/Campus Dr													
Base	0	0	0	160	2	398	124	518	0	0	936	95	2233
Added	0	0	0	0	0	0	0	-1	0	0	-5	0	-6
Total	0	0	0	160	2	398	124	517	0	0	931	95	2227
#33 Harvard Ave/Michelson Dr													
Base	106	319	26	161	781	500	153	271	59	144	828	206	3554
Added	0	0	0	0	0	0	0	38	0	0	6	0	44
Total	106	319	26	161	781	500	153	309	59	144	834	206	3598
#34 Campus Dr/Bristol St N													
Base	401	1488	0	0	235	143	0	0	0	136	957	157	3517
Added	0	165	0	0	65	35	0	0	0	28	112	0	405
Commit	0	6	0	0	1	2	0	0	0	0	8	0	17
Total	401	1659	0	0	301	180	0	0	0	164	1077	157	3939

Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM

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	29.1	0.552	C	29.1	0.552	-0.031 D/V
# 2 MacArthur Blvd/I-405 NB Ramps	C	21.6	0.720	C	21.5	0.728	-0.045 D/V
# 3 MacArthur Blvd/I-405 SB Ramps	C	20.3	0.682	C	20.6	0.688	+ 0.379 D/V
# 4 MacArthur Blvd/Michelson Dr	C	25.6	0.615	C	25.3	0.620	-0.217 D/V
# 5 MacArthur Blvd/Campus Dr	C	27.7	0.578	C	27.5	0.606	-0.197 D/V
# 6 MacArthur Blvd/Birch St	C	22.7	0.363	C	22.4	0.412	-0.256 D/V
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.584	B	xxxxx	0.667	+ 0.083 V/C
# 8 MacArthur Blvd/Jamboree Rd	C	27.7	0.648	C	30.7	0.788	+ 2.931 D/V
# 9 MacArthur Blvd/Fairchild Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
# 10 MacArthur Blvd NB/Univeristy D	F	420.8	1.626	F	488.3	1.683	+67.426 D/V
# 11 MacArthur Blvd SB/University D	F	77.9	1.152	F	104.3	1.208	+26.411 D/V
# 12 Von Karman Ave/Main St	F	OVRFL	3.240	F	OVRFL	3.259	+168.970 D/V
# 13 Von Karman Ave/Michelson Dr	C	28.8	0.631	C	28.3	0.639	-0.054 D/V
# 14 Von Karman Ave/Dupont Dr	B	16.0	0.446	B	15.9	0.455	-0.130 D/V
# 15 Von Karman Ave/Campus Dr	C	27.8	0.623	C	28.0	0.638	+ 0.221 D/V
# 16 Von Karman Ave/Birch St	C	20.3	0.257	C	20.5	0.304	+ 0.185 D/V
# 17 Teller Ave/Campus Dr	E	72.6	1.007	E	76.6	1.023	+ 3.955 D/V
# 18 Teller Ave/Birch St	B	12.1	0.045	B	12.9	0.051	+ 0.770 D/V
# 19 Jamboree Rd/Main St	C	33.0	0.867	C	32.9	0.867	-0.106 D/V
# 20 Jamboree Rd/I-405 NB Ramps	B	18.9	0.669	B	18.8	0.681	-0.022 D/V
# 21 Jamboree Rd/I-405 SB Ramps	E	60.4	1.103	E	60.3	1.104	-0.111 D/V
# 22 Jamboree Rd/Michelson Dr	C	29.0	0.753	C	29.0	0.755	-0.009 D/V
# 23 Jamboree Rd/Dupont Dr	B	18.3	0.841	B	17.9	0.844	-0.366 D/V

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Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Jamboree Rd/Campus Dr	C	26.0	0.722	C	25.9	0.750	-0.055 D/V
# 25 Jamboree Rd/Birch St	A	6.6	0.534	A	7.6	0.574	+ 1.004 D/V
# 26 Jamboree Rd/Fairchild Rd	B	18.4	0.667	C	22.8	0.727	+ 4.397 D/V
# 27 Jamboree Rd/Bristol St N	A	7.9	0.303	A	7.7	0.378	-0.261 D/V
# 28 Jamboree Rd./Bristol St	B	17.9	0.498	B	19.4	0.587	+ 1.486 D/V
# 29 Jamboree Rd/Bayview Wy	A	8.0	0.348	A	7.1	0.392	-0.846 D/V
# 30 Jamboree Rd/University Dr	C	21.7	0.532	C	20.1	0.614	-1.642 D/V
# 31 Carlson Ave/Michelson Dr	B	xxxxx	0.631	B	xxxxx	0.633	+ 0.002 V/C
# 32 Carlson Ave/Campus Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
# 33 Harvard Ave/Michelson Dr	C	xxxxx	0.749	C	xxxxx	0.751	+ 0.002 V/C
# 34 Campus Dr/Bristol St N	B	18.2	0.451	B	18.8	0.502	+ 0.562 D/V
# 35 Birch St/Bristol St N	B	17.9	0.444	B	17.9	0.467	-0.020 D/V
# 36 Campus Dr/Bristol St	B	17.0	0.577	B	18.0	0.600	+ 0.991 D/V
# 37 Birch St/Bristol St S	B	16.8	0.354	B	17.1	0.361	+ 0.342 D/V
# 38 Bayview Pl/Bristol St	A	1.8	0.376	A	1.8	0.387	+ 0.005 D/V
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.341	A	xxxxx	0.376	+ 0.035 V/C
# 40 University Dr/Campus Dr	E	xxxxx	0.978	E	xxxxx	0.985	+ 0.006 V/C
# 41 Mesa Rd/University Dr	B	xxxxx	0.629	B	xxxxx	0.636	+ 0.007 V/C
# 42 California Ave/University Dr	D	xxxxx	0.856	D	xxxxx	0.879	+ 0.023 V/C
# 43 Birch Dwy	A	0.2	0.000	B	1.3	0.000	+ 0.000 D/V
#238 Proj Dwy on Jamboree Rd	A	0.0	0.000	F	114.9	0.761	+114.871 D/V

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Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM

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

Intersection #1 MacArthur Blvd/Main St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	5	Average Delay (sec/veh):	29.1
Optimal Cycle:	27	Level Of Service:	C

Street Name:	MacArthur Boulevard						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 4	0 2	2	0 4	0 1	1	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	882	917	1306	374	517	100	83	550	288	265	597	220
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	1003	1428	409	565	109	91	601	315	290	653	241
Added Vol:	0	57	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:	964	1060	1428	409	577	109	91	601	315	290	653	241
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	1060	0	409	577	109	91	601	315	290	653	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	964	1060	0	409	577	109	91	601	315	290	653	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:	964	1060	0	409	577	109	91	601	315	290	653	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.97	0.94	0.98	0.97	0.90	1.01	0.97	0.90	0.98	0.97	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.:	3721	7348	3553	3721	7348	1716	1918	5511	1716	3721	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.26	0.14	0.00	0.11	0.08	0.06	0.05	0.11	0.18	0.08	0.12	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.47	0.35	0.00	0.26	0.14	0.14	0.10	0.20	0.67	0.14	0.24	0.00
Volume/Cap:	0.55	0.42	0.00	0.42	0.55	0.45	0.49	0.55	0.28	0.55	0.49	0.00
Delay/Veh:	19.4	25.0	0.0	30.7	40.6	40.6	44.9	36.8	6.9	41.3	32.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	25.0	0.0	30.7	40.6	40.6	44.9	36.8	6.9	41.3	32.9	0.0
LOS by Move:	B	C	A	C	D	D	D	D	A	D	C	A
HCM2kAvgQ:	10	6	0	6	5	4	3	7	4	4	6	0

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

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Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM

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

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	5	Average Delay (sec/veh):	21.5
Optimal Cycle:	42	Level Of Service:	C

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 2	2	0 4	0 0	0	0 0	0 0	2	0 0	0 2
Volume Module:												
Base Vol:	0	2391	316	194	1018	0	0	0	0	922	0	649
Growth Adj:	1.09	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	2614	346	212	1113	0	0	0	0	1008	0	710
Added Vol:	0	57	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	423	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	423	212	1125	0	0	0	0	1008	0	710
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2671	423	212	1125	0	0	0	0	1008	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	2671	423	212	1125	0	0	0	0	1008	0	710
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.79	0.98	0.97	1.06	1.06	1.06	1.06	0.98	1.06	0.79
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	7348	3020	3721	7348	0	0	0	0	3721	0	3020
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.14	0.06	0.15	0.00	0.00	0.00	0.00	0.27	0.00	0.23
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.50	0.50	0.08	0.58	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.73	0.28	0.73	0.27	0.00	0.00	0.00	0.00	0.73	0.00	0.63
Delay/Veh:	0.0	20.4	14.7	54.0	10.6	0.0	0.0	0.0	0.0	29.0	0.0	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.4	14.7	54.0	10.6	0.0	0.0	0.0	0.0	29.0	0.0	26.9
LOS by Move:	A	C	B	D	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	17	4	3	5	0	0	0	0	15	0	11

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

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Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM

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

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	5	Average Delay (sec/veh):	20.6
Optimal Cycle:	38	Level Of Service:	C

Street Name:	MacArthur Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Volume Module:												
Base Vol:	0	1528	389	177	1217	520	0	0	0	964	288	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	1671	425	194	1331	569	0	0	0	1054	315	1255
Added Vol:	0	134	0	0	12	0	0	0	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1805	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	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	1805	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	1805	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1805	425	194	1343	569	0	0	0	1072	315	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.90	0.98	0.97	0.90	1.06	1.06	1.06	0.88	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	7348	1716	3721	7348	1716	0	0	0	3329	2019	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.05	0.18	0.33	0.00	0.00	0.00	0.32	0.16	0.00
Crit Moves:	****					****				****		
Green/Cycle:	0.00	0.40	0.87	0.08	0.48	0.48	0.00	0.00	0.00	0.47	0.47	0.00
Volume/Cap:	0.00	0.62	0.29	0.62	0.38	0.69	0.00	0.00	0.00	0.69	0.33	0.00
Delay/Veh:	0.0	24.5	1.3	47.9	16.5	22.5	0.0	0.0	0.0	22.2	17.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.5	1.3	47.9	16.5	22.5	0.0	0.0	0.0	22.2	17.0	0.0
LOS by Move:	A	C	A	D	B	C	A	A	A	C	B	A
HCM2kAvgQ:	0	12	2	3	7	14	0	0	0	14	6	0

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

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Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM

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

Intersection #4 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	5	Average Delay (sec/veh):	25.3
Optimal Cycle:	32	Level Of Service:	C

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 4.00	1.00	2.00	0 3.00	1.00	2.00	0 1.00	1.00	2.00	0 1.00	1.00
Volume Module:												
Base Vol:	226	1329	238	346	1852	0	293	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	1453	260	378	2025	0	320	171	49	134	136	336
Added Vol:	0	134	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:	247	1587	260	378	2055	0	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	1587	260	378	2055	0	320	171	49	134	136	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1587	260	378	2055	0	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	1587	260	378	2055	0	320	171	49	134	136	336
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.01	0.97	0.90	0.98	0.97	0.97	0.98	1.06	0.90	0.98	1.06	0.90
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.:	1918	7348	1716	3721	7348	0	3721	2019	1716	3721	2019	1716
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.15	0.10	0.28	0.00	0.09	0.08	0.03	0.04	0.07	0.20
Crit Moves:	****				****		****					****
Green/Cycle:	0.21	0.45	0.45	0.21	0.45	0.00	0.14	0.20	0.20	0.09	0.15	0.36
Volume/Cap:	0.62	0.48	0.34	0.48	0.62	0.00	0.62	0.42	0.14	0.42	0.44	0.54
Delay/Veh:	39.0	19.5	18.2	35.1	21.3	0.0	42.9	35.3	32.8	44.1	39.6	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	19.5	18.2	35.1	21.3	0.0	42.9	35.3	32.8	44.1	39.6	26.2
LOS by Move:	D	B	B	D	C	A	D	D	C	D	D	C
HCM2kAvgQ:	8	9	5	5	13	0	6	5	1	2	4	8

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Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	5	Average Delay (sec/veh):	18.8
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 2	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	1771	610	0	1900	1700	0	0	0	1450	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	1585	0	983
Added Vol:	0	57	29	0	7	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1993	696	0	2084	1859	0	0	0	1590	0	983
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	1993	0	0	2084	0	0	0	0	1590	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1993	0	0	2084	0	0	0	0	1590	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	1993	0	0	2084	0	0	0	0	1590	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	0.98	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5581	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.28	0.00	0.00
Crit Moves:		****			****					****		
Green/Cycle:	0.00	0.53	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.42	0.00	0.00
Volume/Cap:	0.00	0.68	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.68	0.00	0.00
Delay/Veh:	0.0	17.9	0.0	0.0	15.5	0.0	0.0	0.0	0.0	24.5	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.9	0.0	0.0	15.5	0.0	0.0	0.0	0.0	24.5	0.0	0.0
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	A
HCM2kAvgQ:	0	16	0	0	11	0	0	0	0	14	0	0

Note: Queue reported is the number of cars per lane.
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Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.104
Loss Time (sec):	5	Average Delay (sec/veh):	60.3
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	0	0 4	0 1	2	0 0	0 2	1	0 0	0 0
Volume Module:												
Base Vol:	0	1714	619	0	3024	294	689	0	1651	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	1874	677	0	3306	321	753	0	1805	0	0	0
Added Vol:	0	86	50	0	12	0	0	0	-3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1960	727	0	3318	321	753	0	1802	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	1960	0	0	3318	0	753	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	3318	0	753	0	1802	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	1960	0	0	3318	0	753	0	1802	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	0.98	1.06	0.79	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	1.00	0.00	0.00
Final Sat.:	0	7348	2019	0	7348	2019	3721	0	3020	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.45	0.00	0.20	0.00	0.60	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.41	0.00	0.00	0.41	0.00	0.54	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.00	0.65	0.00	0.00	1.10	0.00	0.37	0.00	1.10	0.00	0.00	0.00
Delay/Veh:	0.0	24.3	0.0	0.0	81.8	0.0	13.3	0.0	79.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.3	0.0	0.0	81.8	0.0	13.3	0.0	79.3	0.0	0.0	0.0
LOS by Move:	A	C	A	A	F	A	B	A	E	A	A	A
HCM2kAvgQ:	0	13	0	0	40	0	7	0	47	0	0	0

Note: Queue reported is the number of cars per lane.
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Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	0	Average Delay (sec/veh):	7.7
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1	0	0 2	1	0	0 0	0	0	0 0	0
Volume Module:												
Base Vol:	510	717	554	0	629	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:	563	792	612	0	695	251	0	0	0	0	0	0
Added Vol:	0	293	0	0	210	126	0	0	0	0	0	0
Committed P:	29	48	21	0	89	13	0	0	0	0	0	0
Initial Fut:	592	1133	633	0	994	390	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:	592	1133	633	0	994	390	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	1133	633	0	994	390	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:	592	1133	633	0	994	390	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	1.00	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.92	1.08	0.00	2.87	1.13	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3502	3287	1836	0	4759	1866	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.34	0.00	0.21	0.21	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.45	1.00	1.00	0.00	0.55	0.55	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.38	0.34	0.34	0.00	0.38	0.38	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	18.5	0.0	0.0	0.0	12.7	12.7	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	0.0	0.0	0.0	12.7	12.7	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2kAvgQ:	6	0	0	0	6	6	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.
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Uptown Newport - 2021 With Uptown
AM Peak Hour - HCM

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

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	0	Average Delay (sec/veh):	19.4
Optimal Cycle:	45	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			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 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1122	26	0	651	0	656	255	998	0	0	0
Growth Adj:	1.10	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	1239	29	0	719	0	656	255	998	0	0	0
Added Vol:	0	272	0	0	210	0	21	0	0	0	0	0
Committed P:	0	116	0	0	90	0	5	4	111	0	0	0
Initial Fut:	0	1627	29	0	1019	0	682	259	1109	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1627	29	0	1019	0	682	259	1109	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1627	29	0	1019	0	682	259	1109	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1627	29	0	1019	0	682	259	1109	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.90	0.90	0.75	1.00	1.00	1.00
Lanes:	0.00	4.91	0.09	0.00	3.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	8470	149	0	5187	0	3430	1715	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.00	0.20	0.00	0.20	0.15	0.39	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.33	0.33	0.00	0.33	0.00	0.67	0.67	0.67	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.57	0.00	0.59	0.00	0.30	0.23	0.59	0.00	0.00	0.00
Delay/Veh:	0.0	27.7	27.7	0.0	28.1	0.0	7.1	6.6	9.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.7	27.7	0.0	28.1	0.0	7.1	6.6	9.7	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	A	A	A	A	A	A
HCM2kAvgQ:	0	9	9	0	9	0	4	3	11	0	0	0

Note: Queue reported is the number of cars per lane.
Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Uptown Newport - 2021 With Uptown
PM Peak Hour - HCM
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Scenario Report

Scenario:	CEQA 2021 - w/Uptown PM HCM
Command:	CEQA 2021 - w/Uptown PM HCM
Volume:	2021 Ex+Commit - Uptown PM
Geometry:	Planned HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Cumul+Koll+Uptown PM
Trip Distribution:	Cumul w/ Project
Paths:	Project
Routes:	Default Route
Configuration:	HCM

Uptown Newport - 2021 With Uptown
PM Peak Hour - HCM
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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	557.00	926	557	1483	10.0
	Zone 202 Subtotal					926	557	1483	10.0
205	Banning Ranc	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	386.00	224.00	386	224	610	4.1
	Zone 302 Subtotal					386	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 - 2021 With Uptown
PM Peak Hour - HCM
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Trip Generation Report

Forecast for Koll Project PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
101	Koll Center	1.00	Koll	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 - 2021 With Uptown
PM Peak Hour - HCM
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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 - 2021 With Uptown
PM Peak Hour - HCM

Turning Movement Report
Cumulative PM + Koll Project PM + Uptown Newport PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 MacArthur Blvd/Main St													
Base	748	1256	543	294	1126	109	98	758	696	637	728	625	7621
Added	0	29	0	0	58	0	0	0	0	0	0	0	87
Total	748	1285	543	294	1184	109	98	758	696	637	728	625	7708
#2 MacArthur Blvd/I-405 NB Ramps													
Base	0	2149	1052	621	1808	0	0	0	0	652	0	312	6593
Added	0	29	42	0	58	0	0	0	0	0	0	0	129
Total	0	2178	1094	621	1866	0	0	0	0	652	0	312	6722
#3 MacArthur Blvd/I-405 SB Ramps													
Base	0	2483	735	645	1472	415	0	0	0	729	307	703	7490
Added	0	71	0	0	58	0	0	0	0	79	0	0	208
Total	0	2554	735	645	1530	415	0	0	0	808	307	703	7698
#4 MacArthur Blvd/Michelson Dr													
Base	140	1678	113	868	1887	0	492	212	107	510	101	858	6966
Added	0	71	0	0	136	0	0	0	0	0	0	0	207
Total	140	1749	113	868	2023	0	492	212	107	510	101	858	7173
#5 MacArthur Blvd/Campus Dr													
Base	125	1114	89	231	1195	769	385	719	115	133	1195	175	6244
Added	0	94	0	11	172	0	0	0	0	0	0	5	282
Commit	0	58	0	0	27	1	0	0	0	0	0	1	87
Total	125	1266	89	242	1394	770	385	719	115	133	1195	181	6613
#6 MacArthur Blvd/Birch St													
Base	124	743	28	47	943	190	274	197	58	99	391	129	3224
Added	0	71	0	63	123	0	0	14	0	0	4	30	305
Commit	0	40	0	0	21	8	18	18	0	0	8	0	113
Total	124	854	28	110	1087	198	292	229	58	99	403	159	3642
#7 MacArthur Blvd/Von Karman Ave													
Base	41	605	139	30	876	80	111	173	152	617	88	63	2975
Added	0	71	107	0	123	0	0	6	0	134	3	0	444
Commit	0	46	2	7	34	0	0	0	0	0	1	0	90
Total	41	722	248	37	1033	80	111	179	152	751	92	63	3509
#8 MacArthur Blvd/Jamboree Rd													
Base	272	471	405	170	1086	331	214	1068	28	669	1022	172	5909
Added	0	149	127	16	210	31	20	366	0	108	342	9	1378
Commit	6	42	1	4	21	11	11	70	0	1	49	3	219
Total	278	662	533	190	1317	373	245	1504	28	778	1413	184	7506

Uptown Newport - 2021 With Uptown
PM Peak Hour - HCM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#9 MacArthur Blvd/Fairchild Rd													
Base	0	1374	113	40	1939	0	0	0	0	456	0	200	4122
Added	0	135	16	0	128	0	0	0	0	5	0	0	284
Total	0	1509	129	40	2067	0	0	0	0	461	0	200	4406
#10 MacArthur Blvd NB/Univeristy Dr													
Base	27	0	343	0	0	0	0	984	94	684	818	0	2951
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	27	0	343	0	0	0	0	1029	94	684	892	0	3070
#11 MacArthur Blvd SB/University Dr													
Base	8	0	100	0	0	0	0	773	36	298	430	0	1645
Added	0	0	0	0	0	0	0	45	0	0	74	0	119
Total	8	0	100	0	0	0	0	818	36	298	504	0	1764
#12 Von Karman Ave/Main St													
Base	341	1195	302	183	678	212	617	1813	185	133	760	114	6532
Added	0	13	0	0	30	0	0	0	0	0	0	0	43
Total	341	1208	302	183	708	212	617	1813	185	133	760	114	6575
#13 Von Karman Ave/Michelson Dr													
Base	73	1069	115	294	1482	213	227	575	105	196	741	387	5478
Added	0	13	0	0	30	0	0	0	0	0	0	0	43
Total	73	1082	115	294	1512	213	227	575	105	196	741	387	5521
#14 Von Karman Ave/Dupont Dr													
Base	65	1103	98	93	1423	38	22	180	160	69	214	144	3609
Added	0	13	0	0	30	0	0	0	0	0	0	0	43
Total	65	1116	98	93	1453	38	22	180	160	69	214	144	3652
#15 Von Karman Ave/Campus Dr													
Base	92	605	191	245	1076	312	241	690	67	126	887	83	4613
Added	0	5	0	16	14	0	0	11	0	0	5	8	59
Commit	0	3	3	0	1	0	0	0	0	0	2	0	9
Total	92	613	194	261	1091	312	241	701	67	126	894	91	4681
#16 Von Karman Ave/Birch St													
Base	44	428	58	18	602	123	106	189	19	10	217	41	1855
Added	10	85	0	11	122	0	0	49	28	1	24	3	333
Total	54	513	58	29	724	123	106	238	47	11	241	44	2188
#17 Teller Ave/Campus Dr													
Base	44	125	72	144	136	159	74	953	30	55	476	85	2352
Added	0	0	0	0	0	0	0	27	0	0	13	0	40
Total	44	125	72	144	136	159	74	980	30	55	489	85	2392

Uptown Newport - 2021 With Uptown
PM Peak Hour - HCM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#18 Teller Ave/Birch St													
Base	16	20	43	32	2	46	43	258	7	4	143	8	622
Added	0	0	7	0	0	0	0	59	0	12	21	0	99
Total	16	20	50	32	2	46	43	317	7	16	164	8	721
#19 Jamboree Rd/Main St													
Base	611	2937	534	356	2517	218	519	1308	818	622	395	328	11163
Added	0	29	-4	0	58	0	0	0	0	-1	0	0	82
Total	611	2966	530	356	2575	218	519	1308	818	621	395	328	11245
#20 Jamboree Rd/I-405 NB Ramps													
Base	0	3839	1006	0	2806	1246	0	0	0	803	0	250	9950
Added	0	25	7	0	57	0	0	0	0	51	0	0	140
Total	0	3864	1013	0	2863	1246	0	0	0	854	0	250	10090
#21 Jamboree Rd/I-405 SB Ramps													
Base	0	3142	1170	0	3134	700	1614	0	1109	0	0	0	10868
Added	0	32	20	0	108	0	0	0	30	0	0	0	190
Total	0	3174	1190	0	3242	700	1614	0	1139	0	0	0	11058
#22 Jamboree Rd/Michelson Dr													
Base	74	2619	608	1210	2212	471	1151	412	186	336	285	757	10322
Added	0	52	18	0	139	0	0	0	0	40	0	0	249
Total	74	2671	626	1210	2351	471	1151	412	186	376	285	757	10571
#23 Jamboree Rd/Dupont Dr													
Base	101	2592	32	199	2260	229	385	65	294	32	22	57	6266
Added	0	70	0	0	178	0	0	0	0	0	0	0	248
Total	101	2662	32	199	2438	229	385	65	294	32	22	57	6514
#24 Jamboree Rd/Campus Dr													
Base	122	2111	480	403	1925	202	430	593	280	167	407	280	7401
Added	13	109	-4	0	243	0	0	0	27	-1	0	0	387
Commit	0	72	1	0	44	0	0	3	0	1	2	0	123
Total	135	2292	477	403	2212	202	430	596	307	167	409	280	7911
#25 Jamboree Rd/Birch St													
Base	155	2060	1	1	2095	216	477	0	168	0	0	0	5174
Added	0	91	0	0	201	68	26	0	-1	0	0	0	385
Commit	0	72	0	0	44	0	0	0	1	0	0	0	117
Total	155	2223	1	1	2340	284	503	0	168	0	0	0	5676
#26 Jamboree Rd/Fairchild Rd													
Base	19	2060	28	307	2071	3	71	27	110	21	11	313	5042
Added	269	55	0	3	99	59	44	3	134	0	16	-1	681
Total	288	2115	28	310	2170	62	115	30	244	21	27	312	5723

Uptown Newport - 2021 With Uptown
PM Peak Hour - HCM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#27 Jamboree Rd/Bristol St N													
Base	904	1039	923	0	905	553	0	0	0	0	0	0	4325
Added	0	386	0	0	313	61	0	0	0	0	0	0	760
Commit	22	106	57	0	61	8	0	0	0	0	0	0	254
Total	926	1531	980	0	1279	622	0	0	0	0	0	0	5339
#28 Jamboree Rd./Bristol St													
Base	0	2006	117	0	990	0	772	502	897	0	0	0	5284
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	526	1014	0	0	0	6401
#29 Jamboree Rd/Bayview Wy													
Base	53	1825	38	91	1877	64	54	0	27	39	0	86	4153
Added	0	254	0	0	313	0	0	0	0	0	0	0	567
Commit	2	83	0	0	39	3	4	0	10	0	0	0	141
Total	55	2162	38	91	2229	67	58	0	37	39	0	86	4861
#30 Jamboree Rd/University Dr													
Base	41	1583	265	166	1539	391	216	86	12	252	142	88	4780
Added	0	254	45	0	313	0	0	0	0	74	0	0	686
Commit	0	184	8	4	143	0	0	0	0	9	0	2	350
Total	41	2021	318	170	1995	391	216	86	12	335	142	90	5816
#31 Carlson Ave/Michelson Dr													
Base	98	85	373	152	152	494	572	1245	423	300	774	163	4832
Added	0	0	0	0	0	0	0	18	0	0	40	0	58
Total	98	85	373	152	152	494	572	1263	423	300	814	163	4890
#32 Carlson Ave/Campus Dr													
Base	0	0	0	199	0	195	371	1157	0	0	680	132	2733
Added	0	0	0	0	0	0	0	-4	0	0	-1	0	-5
Total	0	0	0	199	0	195	371	1153	0	0	679	132	2729
#33 Harvard Ave/Michelson Dr													
Base	82	979	108	378	624	298	482	1044	137	92	429	201	4855
Added	0	0	0	0	0	0	0	18	0	0	40	0	58
Total	82	979	108	378	624	298	482	1062	137	92	469	201	4913
#34 Campus Dr/Bristol St N													
Base	478	651	0	0	799	763	0	0	0	235	1956	106	4988
Added	0	112	0	0	158	21	0	0	0	12	52	0	355
Commit	0	2	0	0	2	3	0	0	0	2	39	0	48
Total	478	765	0	0	959	787	0	0	0	249	2047	106	5391

Uptown Newport - 2021 With Uptown
PM Peak Hour - HCM
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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	33.0	0.769	C	33.2	0.777	+ 0.168 D/V
# 2 MacArthur Blvd/I-405 NB Ramps	C	20.5	0.727	C	20.3	0.741	-0.185 D/V
# 3 MacArthur Blvd/I-405 SB Ramps	C	21.1	0.769	C	22.1	0.804	+ 0.962 D/V
# 4 MacArthur Blvd/Michelson Dr	D	37.4	0.906	D	37.9	0.916	+ 0.497 D/V
# 5 MacArthur Blvd/Campus Dr	C	32.0	0.885	C	31.4	0.886	-0.608 D/V
# 6 MacArthur Blvd/Birch St	C	29.2	0.544	C	30.4	0.582	+ 1.267 D/V
# 7 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.455	A	xxxxx	0.531	+ 0.076 V/C
# 8 MacArthur Blvd/Jamboree Rd	C	30.5	0.697	D	35.5	0.897	+ 5.022 D/V
# 9 MacArthur Blvd/Fairchild Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
# 10 MacArthur Blvd NB/Univeristy D	F	534.6	1.698	F	617.3	1.764	+82.724 D/V
# 11 MacArthur Blvd SB/University D	D	25.1	0.943	D	34.4	1.010	+ 9.254 D/V
# 12 Von Karman Ave/Main St	F	OVRFL	3.929	F	OVRFL	3.955	+351.772 D/V
# 13 Von Karman Ave/Michelson Dr	C	34.9	0.843	D	35.2	0.851	+ 0.253 D/V
# 14 Von Karman Ave/Dupont Dr	B	16.1	0.531	B	16.0	0.539	-0.073 D/V
# 15 Von Karman Ave/Campus Dr	C	34.6	0.854	D	35.1	0.863	+ 0.494 D/V
# 16 Von Karman Ave/Birch St	B	18.8	0.310	B	18.8	0.356	-0.040 D/V
# 17 Teller Ave/Campus Dr	F	172.3	1.272	F	180.9	1.293	+ 8.629 D/V
# 18 Teller Ave/Birch St	B	11.5	0.064	B	12.3	0.074	+ 0.764 D/V
# 19 Jamboree Rd/Main St	D	43.7	0.959	D	44.4	0.967	+ 0.673 D/V
# 20 Jamboree Rd/I-405 NB Ramps	B	12.0	0.885	B	13.0	0.899	+ 0.963 D/V
# 21 Jamboree Rd/I-405 SB Ramps	C	28.3	0.905	C	28.8	0.921	+ 0.501 D/V
# 22 Jamboree Rd/Michelson Dr	E	74.5	1.122	E	76.0	1.129	+ 1.507 D/V
# 23 Jamboree Rd/Dupont Dr	C	23.6	0.783	C	23.7	0.817	+ 0.098 D/V

Uptown Newport - 2021 With Uptown
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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Jamboree Rd/Campus Dr	C	27.6	0.797	C	28.2	0.822	+ 0.591 D/V
# 25 Jamboree Rd/Birch St	B	11.6	0.622	B	11.7	0.676	+ 0.142 D/V
# 26 Jamboree Rd/Fairchild Rd	B	18.1	0.714	C	26.6	0.836	+ 8.442 D/V
# 27 Jamboree Rd/Bristol St N	A	9.4	0.482	A	9.1	0.553	-0.266 D/V
# 28 Jamboree Rd./Bristol St	B	17.7	0.563	B	19.1	0.654	+ 1.335 D/V
# 29 Jamboree Rd/Bayview Wy	A	8.7	0.389	A	7.9	0.439	-0.788 D/V
# 30 Jamboree Rd/University Dr	B	16.2	0.510	B	15.8	0.616	-0.463 D/V
# 31 Carlson Ave/Michelson Dr	D	xxxxx	0.857	D	xxxxx	0.863	+ 0.006 V/C
# 32 Carlson Ave/Campus Dr	D	xxxxx	0.847	D	xxxxx	0.845	-0.002 V/C
# 33 Harvard Ave/Michelson Dr	E	xxxxx	0.960	E	xxxxx	0.965	+ 0.006 V/C
# 34 Campus Dr/Bristol St N	C	24.1	0.705	C	24.2	0.727	+ 0.075 D/V
# 35 Birch St/Bristol St N	B	18.9	0.469	B	19.6	0.494	+ 0.652 D/V
# 36 Campus Dr/Bristol St	C	20.4	0.463	C	20.2	0.490	-0.150 D/V
# 37 Birch St/Bristol St S	B	19.4	0.326	B	19.9	0.353	+ 0.562 D/V
# 38 Bayview Pl/Bristol St	A	5.7	0.466	A	6.1	0.497	+ 0.318 D/V
# 39 Irvine Avenue / Mesa Drive	A	xxxxx	0.519	A	xxxxx	0.566	+ 0.047 V/C
# 40 University Dr/Campus Dr	E	xxxxx	0.938	E	xxxxx	0.944	+ 0.007 V/C
# 41 Mesa Rd/University Dr	D	xxxxx	0.892	E	xxxxx	0.906	+ 0.014 V/C
# 42 California Ave/University Dr	C	xxxxx	0.730	C	xxxxx	0.744	+ 0.014 V/C
# 43 Birch Dwy	A	0.5	0.000	B	1.1	0.000	+ 0.000 D/V
#238 Proj Dwy on Jamboree Rd	B	12.1	0.058	B	12.8	0.096	+ 0.707 D/V

Uptown Newport - 2021 With Uptown
PM Peak Hour - HCM

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

Intersection #2 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	5	Average Delay (sec/veh):	20.3
Optimal Cycle:	44	Level Of Service:	C

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	2	2	0	4	0	0	0	0	0	0	0	2	0	0	0	2
Volume Module:												
Base Vol:	0	1965	962	568	1654	0	0	0	0	596	0	285
Growth Adj:	1.09	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	1052	621	1808	0	0	0	0	652	0	312
Added Vol:	0	29	42	0	58	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	621	1866	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	2178	1094	621	1866	0	0	0	0	652	0	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2178	1094	621	1866	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
FinalVolume:	0	2178	1094	621	1866	0	0	0	0	652	0	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.79	0.98	0.97	1.06	1.06	1.06	1.06	0.98	1.06	0.79
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	7348	3020	3721	7348	0	0	0	0	3721	0	3020
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.36	0.17	0.25	0.00	0.00	0.00	0.00	0.18	0.00	0.10
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.49	0.49	0.23	0.71	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.61	0.74	0.74	0.36	0.00	0.00	0.00	0.00	0.74	0.00	0.44
Delay/Veh:	0.0	18.9	22.6	39.6	5.5	0.0	0.0	0.0	0.0	38.8	0.0	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.9	22.6	39.6	5.5	0.0	0.0	0.0	0.0	38.8	0.0	32.9
LOS by Move:	A	B	C	D	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	13	15	9	6	0	0	0	0	11	0	5

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

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Uptown Newport - 2021 With Uptown
PM Peak Hour - HCM

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

Intersection #3 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	5	Average Delay (sec/veh):	22.1
Optimal Cycle:	55	Level Of Service:	C

Street Name:	MacArthur Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	4	0	1	0	0	0	0	0	2	0	1	0	1
Volume Module:												
Base Vol:	0	2271	672	590	1346	380	0	0	0	667	281	643
Growth Adj:	1.09	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	2483	735	645	1472	415	0	0	0	729	307	703
Added Vol:	0	71	0	0	58	0	0	0	0	79	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2554	735	645	1530	415	0	0	0	808	307	703
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	2554	735	645	1530	415	0	0	0	808	307	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2554	735	645	1530	415	0	0	0	808	307	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2554	735	645	1530	415	0	0	0	808	307	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	0.90	0.98	0.97	0.90	1.06	1.06	1.06	0.88	1.06	1.06
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	7348	1716	3721	7348	1716	0	0	0	3329	2019	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.43	0.17	0.21	0.24	0.00	0.00	0.00	0.24	0.15	0.00
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.43	0.73	0.22	0.65	0.65	0.00	0.00	0.00	0.30	0.30	0.00
Volume/Cap:	0.00	0.80	0.58	0.80	0.32	0.37	0.00	0.00	0.00	0.80	0.50	0.00
Delay/Veh:	0.0	26.3	6.9	43.1	7.9	8.4	0.0	0.0	0.0	37.0	29.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	26.3	6.9	43.1	7.9	8.4	0.0	0.0	0.0	37.0	29.4	0.0
LOS by Move:	A	C	A	D	A	A	A	A	A	D	C	A
HCM2kAvgQ:	0	18	10	10	6	6	0	0	0	14	8	0

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Uptown Newport - 2021 With Uptown
PM Peak Hour - HCM

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

Intersection #20 Jamboree Rd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.899
Loss Time (sec):	5	Average Delay (sec/veh):	13.0
Optimal Cycle:	89	Level Of Service:	B

Street Name:	Jamboree Rd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	0	0 4	0 2	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	3511	920	0	2566	1140	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	3839	1006	0	2806	1246	0	0	0	803	0	250
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 Fut:	0	3864	1013	0	2863	1246	0	0	0	854	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	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:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	0.94	1.06	1.06	1.06	0.98	1.06	1.06
Lanes:	0.00	3.00	1.00	0.00	4.00	2.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	5511	2019	0	7348	3553	0	0	0	5581	0	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.70	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Moves:		****			****					****		
Green/Cycle:	0.00	0.78	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Volume/Cap:	0.00	0.90	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.90	0.00	0.00
Delay/Veh:	0.0	11.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	52.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	52.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	31	0	0	8	0	0	0	0	12	0	0

Note: Queue reported is the number of cars per lane.
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Uptown Newport - 2021 With Uptown
PM Peak Hour - HCM

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

Intersection #21 Jamboree Rd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.921
Loss Time (sec):	5	Average Delay (sec/veh):	28.8
Optimal Cycle:	104	Level Of Service:	C

Street Name:	Jamboree Road						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 4	0 1	0	0 4	0 1	2	0 0	0 2	1	0 0	0 0
Volume Module:												
Base Vol:	0	2874	1070	0	2866	640	1476	0	1014	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	3134	700	1614	0	1109	0	0	0
Added Vol:	0	32	20	0	108	0	0	0	30	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3174	1190	0	3242	700	1614	0	1139	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	3174	0	0	3242	0	1614	0	1139	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3174	0	0	3242	0	1614	0	1139	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	3174	0	0	3242	0	1614	0	1139	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	0.97	1.06	1.06	0.97	1.06	0.98	1.06	0.79	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	1.00	0.00	0.00
Final Sat.:	0	7348	2019	0	7348	2019	3721	0	3020	2019	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.44	0.00	0.43	0.00	0.38	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.48	0.00	0.00	0.48	0.00	0.47	0.00	0.47	0.00	0.00	0.00
Volume/Cap:	0.00	0.90	0.00	0.00	0.92	0.00	0.92	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	27.6	0.0	0.0	28.9	0.0	33.2	0.0	25.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.6	0.0	0.0	28.9	0.0	33.2	0.0	25.8	0.0	0.0	0.0
LOS by Move:	A	C	A	A	C	A	C	A	C	A	A	A
HCM2kAvgQ:	0	23	0	0	28	0	28	0	19	0	0	0

Note: Queue reported is the number of cars per lane.
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Uptown Newport - 2021 With Uptown
PM Peak Hour - HCM

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

Intersection #27 Jamboree Rd/Bristol St N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	0	Average Delay (sec/veh):	9.1
Optimal Cycle:	51	Level Of Service:	A

Street Name:	Jamboree Road						Bristol Street North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1	0	0 2	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	818	941	836	0	819	501	0	0	0	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	904	1039	923	0	905	553	0	0	0	0	0	0
Added Vol:	0	386	0	0	313	61	0	0	0	0	0	0
Committed P:	22	106	57	0	61	8	0	0	0	0	0	0
Initial Fut:	926	1531	980	0	1279	622	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:	926	1531	980	0	1279	622	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	926	1531	980	0	1279	622	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	980	0	1279	622	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	1.00	0.87	0.87	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.:	3502	3110	1991	0	4424	2153	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.49	0.49	0.00	0.29	0.29	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.48	1.00	1.00	0.00	0.52	0.52	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.55	0.49	0.49	0.00	0.55	0.55	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	18.9	0.1	0.1	0.0	16.2	16.2	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	0.1	0.1	0.0	16.2	16.2	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	A	A	A	B	B	A	A	A	A	A	A
HCM2kAvgQ:	10	1	1	0	10	10	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.
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Uptown Newport - 2021 With Uptown
PM Peak Hour - HCM

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

Intersection #28 Jamboree Rd./Bristol St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	0	Average Delay (sec/veh):	19.1
Optimal Cycle:	54	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			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 4	1 0	0	0 3	0 0	1	1 1	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	0	1816	106	0	896	0	772	502	897	0	0	0
Growth Adj:	1.10	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	2006	117	0	990	0	772	502	897	0	0	0
Added Vol:	0	254	0	0	313	0	132	0	0	0	0	0
Committed P:	0	179	0	0	61	0	37	24	117	0	0	0
Initial Fut:	0	2439	117	0	1364	0	941	526	1014	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2439	117	0	1364	0	941	526	1014	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2439	117	0	1364	0	941	526	1014	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2439	117	0	1364	0	941	526	1014	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	1.00	0.91	1.00	0.90	0.90	0.75	1.00	1.00	1.00
Lanes:	0.00	4.77	0.23	0.00	3.00	0.00	1.92	1.08	2.00	0.00	0.00	0.00
Final Sat.:	0	8191	393	0	5187	0	3275	1831	2842	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.00	0.26	0.00	0.29	0.29	0.36	0.00	0.00	0.00
Crit Moves:		****			****				****			
Green/Cycle:	0.00	0.45	0.45	0.00	0.45	0.00	0.55	0.55	0.55	0.00	0.00	0.00
Volume/Cap:	0.00	0.65	0.65	0.00	0.58	0.00	0.53	0.53	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	21.6	21.6	0.0	20.5	0.0	14.7	14.7	17.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	21.6	0.0	20.5	0.0	14.7	14.7	17.1	0.0	0.0	0.0
LOS by Move:	A	C	C	A	C	A	B	B	B	A	A	A
HCM2kAvgQ:	0	13	13	0	11	0	10	10	12	0	0	0

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