LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT STUDY

HOAG HOSPITAL MASTER PLAN EIR

Newport Beach, California
September 18, 2007

Prepared for:

City of Newport Beach
Public Works Department
3300 Newport Boulevard
Newport Beach, California 92658-8915

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1.0 INTRODUCTION

This report documents the findings of a traffic impact study conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine and evaluate the traffic impacts associated with the Hoag Hospital Master Plan Supplemental Environmental Impact Report (SEIR). The proposed project would allow the transfer of up to 225,000 square feet (SF) of medical use from the Lower Campus to the Upper Campus. A "project alternative" has also been evaluated, which would allow less square footage (up to 150,000 SF) to be transferred. All references to the project and project alternative in this study assume maximum reallocation of square footage.

A traffic study was originally prepared for the previous Hoag Hospital Master Plan EIR in October 1991 by LSA Associates. That original traffic study focused on the evaluation of Phase I traffic and parking-related issues, but also provided detailed analyses based upon an assumed buildout size for the two remaining phases of the Master Plan: Phase II and Phase III.

As part of the list of mitigation measures that was developed for Phase I, a Phase II Traffic Phasing Ordinance (TPO) analysis was required subsequent to the completion of Phase I. LLG completed the Phase II TPO traffic study on October 15, 2001. Subsequently, LLG completed the Phase III TPO traffic study on June 22, 2005, which evaluates the potential traffic impacts of developing 130,000 SF of outpatient uses in a new building in the Lower Campus.

This traffic impact study presents an inventory of existing characteristics and traffic volumes on roadways adjoining the site, forecasts vehicular traffic anticipated to be generated by the project (corresponding to the transfer of 225,000 SF of medical use from the Lower Campus to the Upper Campus) and project alternative (transfers less square footage of 150,000 SF), and evaluates potential impacts of these project-generated trips on the surrounding street system.

The findings of this study will become part of the overall SEIR for the project being prepared by Bonterra Consulting.

2.0 PROJECT DESCRIPTION

The proposed project would allow for the reallocation of up to 225,000 SF of medical uses that are currently approved for the Lower Campus to be transferred to the Upper Campus. The proposed project would allow for up to 1,343,238 SF of uses at Hoag Hospital, corresponding to the square footage currently permitted at Hoag as part of the existing Master Plan. As part of the proposed project, the applicant is not requesting the approval of any project-specific land uses but only the reallocation of square footage.

As indicated previously, a "project alternative" has also been evaluated, which would allow less square footage (150,000 SF rather than 225,000 SF) of medical use to be transferred from the Lower Campus to the Upper Campus.

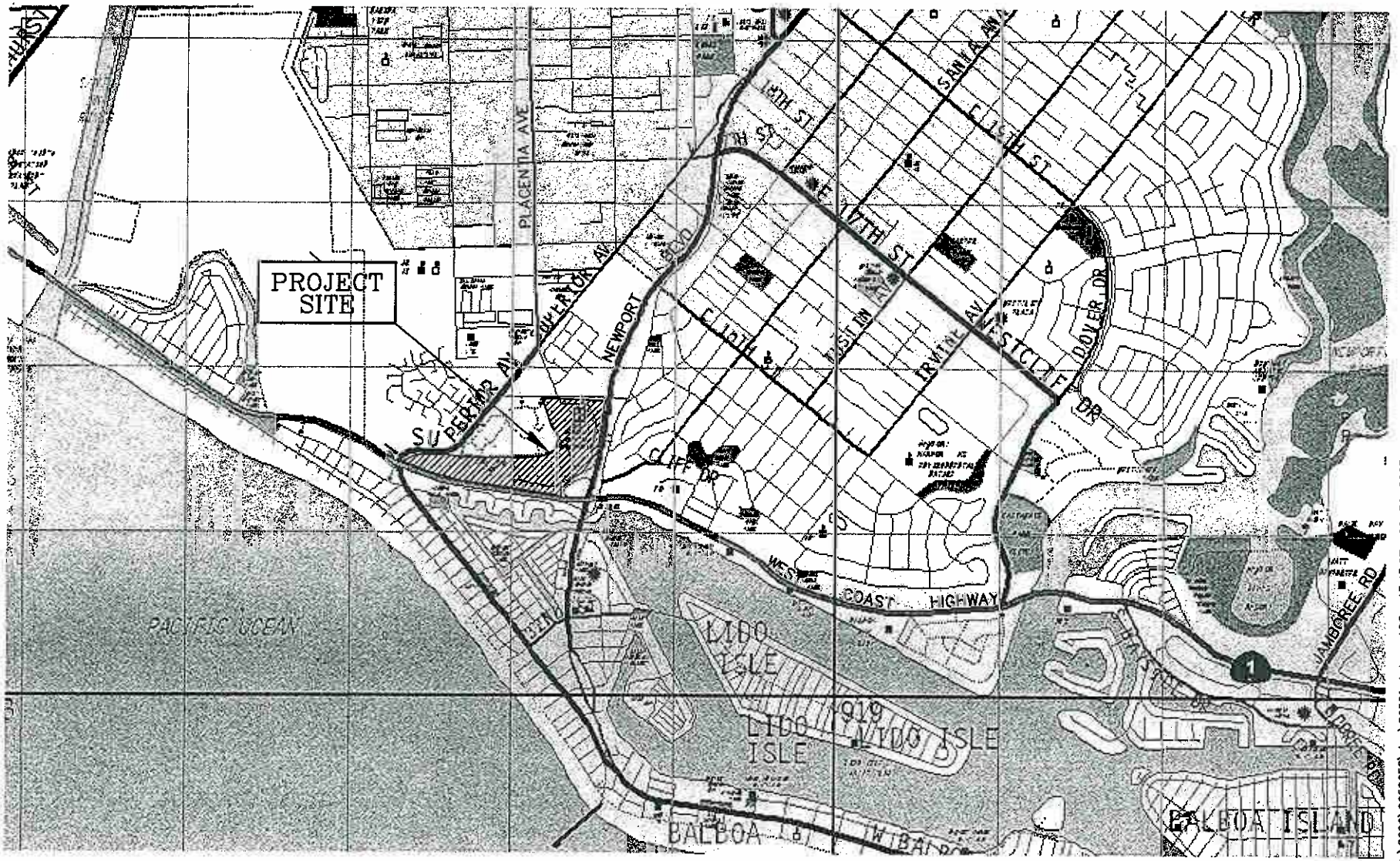
Figure 1 illustrates the location of Hoag Hospital and its orientation within the surrounding street system. The buildout of the Hospital, project, and project alternative are expected to be completed by Year 2015. ***Table 1*** summarizes the development summary for Hoag Hospital under existing conditions (with a total size of 886,270 SF, inclusive of 409 beds), future conditions without the project (totaling 1,343,238 SF, inclusive of 409 beds), and future conditions with the project (corresponding to the same future size of 1,343,238 SF, inclusive of 485 beds). ***Table 2*** presents the development summary for the project alternative.

As indicated on *Tables 1* and *2*, future non-project related development at Hoag Hospital (i.e., projects not associated with the square footage reallocation from the Lower Campus to the Upper Campus; also referred to as the "buildout of the Hospital" or the "no project" alternative) from the present to the Year 2015 would result in a net increase of 456,968 SF, but would maintain the same number of inpatient beds (409 beds).

Although site-specific development is not being proposed as part of the Master Plan update, for purposes of CEQA, it is necessary to make land use assumptions in order to adequately address the potential environmental effects associated with the proposed project. In the case of traffic, traffic generation is based on specific land uses. As such, for purposes of the Hoag Hospital Master Plan Update SEIR, this traffic analysis correlates a portion of the square footage reallocation to inpatient beds, specifically 76 additional inpatient hospital beds. Trip generation rates for inpatient uses are expressed in terms of "trips per bed," rather than "trips per square feet." The number of beds is more indicative of, or correlates better with, the trip making potential of inpatient uses, compared to square footage. These inpatient "trips per bed" rates account for traffic generated by inpatient drop-off/pick-up activities, inpatient visitors, medical staff, administrative staff, and emergency room-related uses. The proposed update to the Master Plan does not place an upper cap on inpatient hospital beds nor does it preclude the applicant from requesting more inpatient hospital beds as long as the square footage allocations are not exceeded and no new traffic impacts would occur.

Table 1 shows that the buildout of the Hospital would increase the existing size by 456,968 SF, and the project would increase the number of existing beds by 76 inpatient beds. Compared to future conditions without the project, the project would not involve any increase in square footage, but would result in an increase of 76 inpatient beds (485 beds minus 409 beds).

As indicated in *Table 1*, the project would increase the existing size of the Upper Campus by 292,228 SF (comprised mostly of inpatient and support uses), and increase the existing size of the Lower Campus by 164,740 SF (primarily outpatient uses). Compared to future conditions without the project, the project would result in an increase of 225,000 SF (292,228 SF minus 67,228 SF) in the Upper Campus, and an equal reduction of 225,000 SF (164,740 SF minus 389,740 SF) in the Lower Campus.



SOURCE: THOMAS BROS.

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FIGURE 1

VICINITY MAP

HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

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TABLE 1
DEVELOPMENT SUMMARY FOR THE PROJECT

Description	EXISTING SIZE (Gross SF)	EXISTING SIZE Beds	INCREMENTAL FUTURE SIZE W/OUT PROJECT (Gross SF)	INCREMENTAL FUTURE SIZE W/OUT PROJECT Beds	INCREMENTAL FUTURE SIZE WITH PROJECT (Gross SF)	INCREMENTAL FUTURE SIZE WITH PROJECT Beds
EXISTING						
UPPER CAMPUS						
Inpatient	643,436	-	-	-	-	-
Outpatient (Women's Pavilion)	15,392	-	-	-	-	-
Outpatient (James Irvine Expansion)	800	-	-	-	-	-
Outpatient (Cardiac Services Bldg. 1995)	5,544	-	-	-	-	-
Outpatient (MRI Waiting)	500	-	-	-	-	-
Support (Women's Pavilion)	27,114	-	-	-	-	-
Support (Emergency Gen. Addtn. 1998)	5,335	-	-	-	-	-
UPPER CAMPUS TOTAL:	**698,121**	-	-	-	-	-
LOWER CAMPUS						
Outpatient (Cancer Center)	65,000	-	-	-	-	-
Outpatient (Conference Center)	13,270	-	-	-	-	-
Support (Conference Center)	77,864	-	-	-	-	-
Support (Child Care Center)	7,800	-	-	-	-	-
Support (Cogeneration Building)	24,215	-	-	-	-	-
LOWER CAMPUS TOTAL:	**188,149**	-	-	-	-	-
EXISTING TOTAL	**886,270**	**409**	-	-	-	-
FUTURE ADDITIVE DEVELOPMENT						
UPPER CAMPUS						
Inpatient	-	-	67,228	-	0	-
Inpatient (South Building)	-	-	-	-	131,335	-
Outpatient (South Building)	-	-	-	-	26,268	-
Support (South Building)	-	-	-	-	120,498	-
Outpatient (Imaging/ECU Expansion)	-	-	-	-	14,127	-
UPPER CAMPUS TOTAL:	-	-	**67,228**	-	**292,228**	-
LOWER CAMPUS						
Outpatient	-	-	225,000	-	0	-
Outpatient (Outpatient Building)	-	-	110,000	-	110,000	-
Outpatient (Medical Office Building)	-	-	50,027	-	50,027	-
Support (Child Care Center Expansion)	-	-	4,713	-	4,713	-
LOWER CAMPUS TOTAL:	-	-	**389,740**	-	**164,740**	-
FUTURE ADDITION TOTAL	-	-	**456,968**	-	**456,968**	**76**
EXISTING + FUTURE ADDITION	-	-	**1,343,238**	**409 [a]**	**1,343,238**	**485 [a]**

Note:

[a] Inpatient beds are inclusive of square footage totals.

TABLE 2
DEVELOPMENT SUMMARY FOR THE PROJECT ALTERNATIVE

Description	EXISTING SIZE (Gross SF)	EXISTING SIZE Beds	INCREMENTAL FUTURE SIZE W/O PROJECT ALT (Gross SF)	INCREMENTAL FUTURE SIZE W/O PROJECT ALT Beds	INCREMENTAL FUTURE SIZE WITH PROJECT ALT (Gross SF)	INCREMENTAL FUTURE SIZE WITH PROJECT ALT Beds
EXISTING						
UPPER CAMPUS						
Inpatient	643,436	-	-	-	-	-
Outpatient (Women's Pavilion)	15,392	-	-	-	-	-
Outpatient (James Irvine Expansion)	800	-	-	-	-	-
Outpatient (Cardiac Services Bldg. 1995)	5,544	-	-	-	-	-
Outpatient (MRI Waiting)	500	-	-	-	-	-
Support (Women's Pavilion)	27,114	-	-	-	-	-
Support (Emergency Gen. Addtn. 1998)	5,335	-	-	-	-	-
UPPER CAMPUS TOTAL:	**698,121**	-	-	-	-	-
LOWER CAMPUS						
Outpatient (Cancer Center)	65,000	-	-	-	-	-
Outpatient (Conference Center)	13,270	-	-	-	-	-
Support (Conference Center)	77,864	-	-	-	-	-
Support (Child Care Center)	7,800	-	-	-	-	-
Support (Cogeneration Building)	24,215	-	-	-	-	-
LOWER CAMPUS TOTAL:	**188,149**	-	-	-	-	-
EXISTING TOTAL	**886,270**	**409**	-	-	-	-
FUTURE ADDITIVE DEVELOPMENT						
UPPER CAMPUS						
Inpatient	-	-	67,228	-	0	-
Inpatient (South Building)	-	-	-	-	56,335	-
Outpatient (South Building)	-	-	-	-	26,268	-
Support (South Building)	-	-	-	-	120,498	-
Outpatient (Imaging/ECU Expansion)	-	-	-	-	14,127	-
UPPER CAMPUS TOTAL:	-	-	**67,228**	-	**217,228**	-
LOWER CAMPUS						
Outpatient	-	-	225,000	-	75,000	-
Outpatient (Outpatient Building)	-	-	110,000	-	110,000	-
Outpatient (Medical Office Building)	-	-	50,027	-	50,027	-
Support (Child Care Center Expansion)	-	-	4,713	-	4,713	-
LOWER CAMPUS TOTAL:	-	-	**389,740**	-	**239,740**	-
FUTURE ADDITION TOTAL	-	-	**456,968**	-	**456,968**	**76**
EXISTING + FUTURE ADDITION	-	-	**1,343,238**	**409 [a]**	**1,343,238**	**485 [a]**

Note:
[a] Inpatient beds are inclusive of square footage totals.

Table 2 indicates that the project alternative would increase the existing size and number of impatient beds by the same amount as the project (i.e., 456,968 SF and 76 beds), and involve the same increase in inpatient beds (76 beds) as the project when compared to future conditions without the project alternative. Using a 76-bed increase as basis for the project alternative is considered conservative, as the project alternative would not reallocate as much square footage as the project.

As presented in *Table 2*, the project alternative would increase the existing size of the Upper Campus by 217,228 SF (mostly support uses), and increase the existing size of the Lower Campus by 239,740 SF (primarily outpatient uses). Compared to future conditions without the project alternative, the project alternative would result in an increase of 150,000 SF (217,228 SF minus 67,228 SF) in the Upper Campus, and an equal reduction of 150,000 SF (239,740 SF minus 389,740 SF) in the Lower Campus.

This traffic impact study evaluates the potential impacts of the net increases in beds for inpatient uses, and in square footage for outpatient uses, between future conditions with and without the proposed reallocation of square footage.

3.0 STUDY SCOPE

The work scope for this study, including the base assumptions, technical methodologies, and geographic coverage, were developed in conjunction with the City of Newport Beach Public Works staff, and according to the City's traffic study guidelines. Because the City of Costa Mesa is within the project's influence area, City of Costa Mesa staff requested that this study include the evaluation of nine Costa Mesa intersections. The City of Costa Mesa traffic study guidelines were applied in the analysis of those nine intersections.

The following traffic scenarios are addressed in the study:

- **Existing (2007) Conditions** - The analysis of existing traffic conditions is intended to provide a base of analysis for the remainder of the study. The existing conditions analysis includes an assessment of the streets and highways in the area, current traffic volumes, and operating conditions.

- **Year 2015 without Project Conditions** - This phase of analysis projects future traffic conditions in the Year 2015, which could be expected to result from regional growth and related projects, without the addition of project traffic, but with the buildout of the already-approved maximum square footage of the Hospital.

- **Year 2015 with Project Conditions** - This is an analysis of future traffic conditions in the Year 2015, which could be expected to result from regional growth, related projects, and the buildout of the already-approved maximum square footage of the Hospital, with the addition of project-generated traffic. Any potential traffic impacts will be determined, and mitigation measures developed.

- **Year 2015 with Project Alternative Conditions** - This is an analysis of future traffic conditions in the Year 2015, which could be expected to result from regional growth, related projects, and the buildout of the already-approved maximum square footage of the Hospital, with the addition of project alternative-generated traffic. Any potential traffic impacts will be determined, and mitigation measures developed.

- **Year 2025 without Project Conditions** - This phase of analysis projects future traffic conditions in the Year 2025, which could be expected to result from regional growth and related projects, without the addition of project traffic, but with the buildout of the already-approved maximum square footage of the Hospital.

- **Year 2025 with Project Conditions** - This is an analysis of future traffic conditions in the Year 2025, which could be expected to result from regional growth, related projects, and the buildout of the already-approved maximum square footage of the Hospital, with the addition of project-generated traffic. Any potential traffic impacts will be determined, and mitigation measures developed.

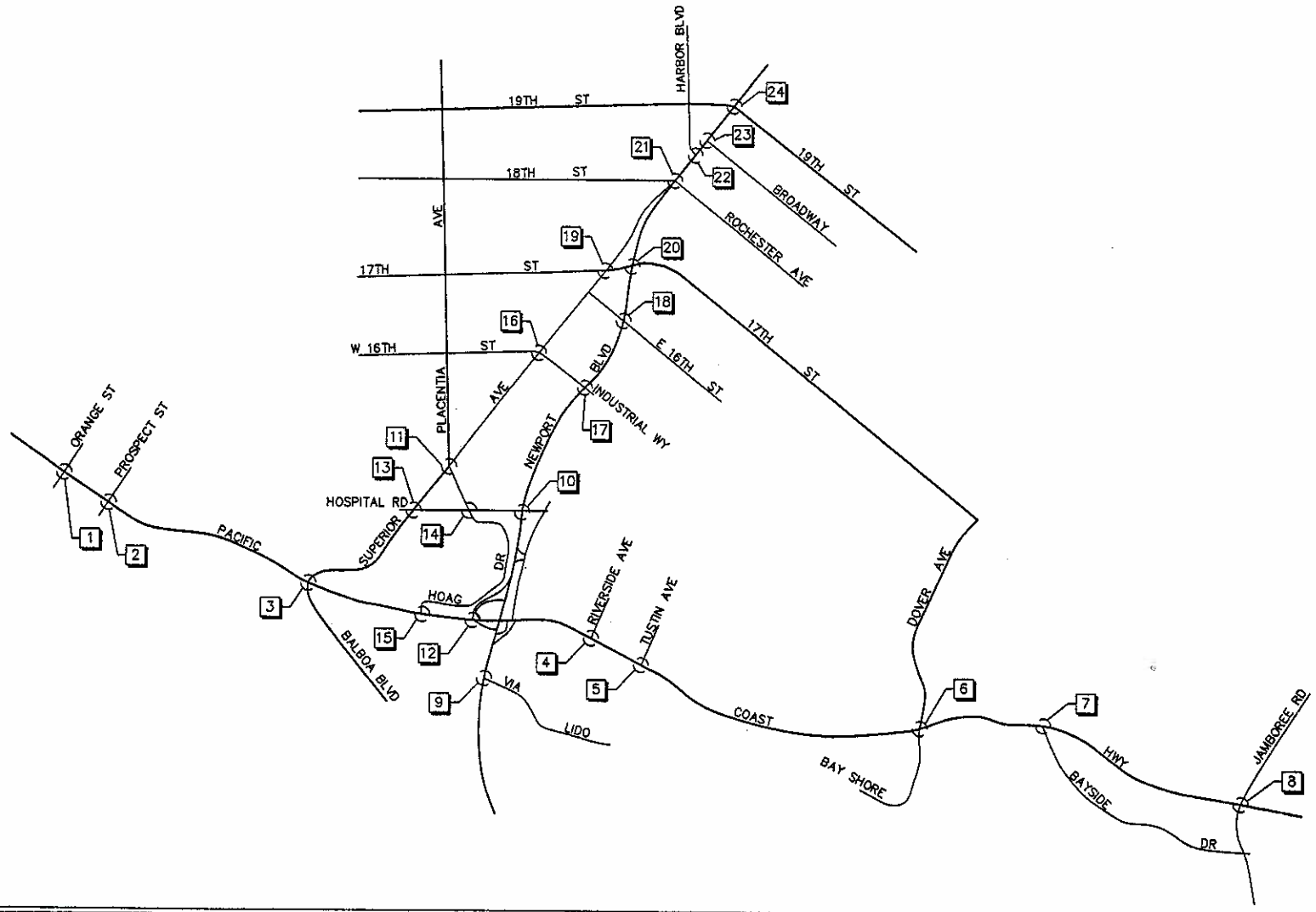
- **Year 2025 with Project Alternative Conditions** - This is an analysis of future traffic conditions in the Year 2025, which could be expected to result from regional growth, related projects, and the buildout of the already-approved maximum square footage of the Hospital, with the addition of project alternative-generated traffic. Any potential traffic impacts will be determined, and mitigation measures developed.

The analysis is focused on assessing potential traffic impacts during the morning and evening commute peak hours (between 7:00-9:00 AM, and 4:00-6:00 PM) on a typical weekday.

Figure 2 illustrates the study area. A total of 15 key intersections were selected by the City of Newport Beach, and a total of nine intersections were selected by the City of Costa Mesa. The 24 key intersections, which are illustrated on *Figure 2*, include the following:

Newport Beach Intersections

1. Orange Street/West Coast Highway
2. Prospect Street/West Coast Highway
3. Balboa Boulevard-Superior Avenue/West Coast Highway
4. Riverside Avenue/West Coast Highway
5. Tustin Avenue/West Coast Highway
6. Bayshore Drive- Dover Drive/West Coast Highway
7. Bayside Drive/East Coast Highway
8. Jamboree Road/East Coast Highway
9. Newport Boulevard/Via Lido
10. Newport Boulevard/Hospital Road
11. Superior Avenue/Placentia Avenue
12. Newport Boulevard southbound off-ramp/West Coast Highway



KEY

[#] = ANALYZED INTERSECTION

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FIGURE 2

STUDY AREA

HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

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Newport Beach Intersections (Continued)

13. Superior Avenue/Hospital Road
14. Hoag Drive-Placentia Avenue/Hospital Road
15. Hoag Drive/West Coast Highway

Costa Mesa Intersections

16. Superior Avenue/16th Street-Industrial Way
17. Newport Boulevard/Industrial Way
18. Newport Boulevard/16th Street
19. Superior Avenue/17th Street
20. Newport Boulevard/17th Street
21. Newport Boulevard/18th Street-Rochester Avenue
22. Newport Boulevard/Harbor Boulevard
23. Newport Boulevard/Broadway
24. Newport Boulevard/19th Street

4.0 EXISTING CONDITIONS

The assessment of existing conditions includes an inventory of the street system, the traffic volumes using these facilities, and traffic operating conditions at analyzed locations.

4.1 Existing Street Network

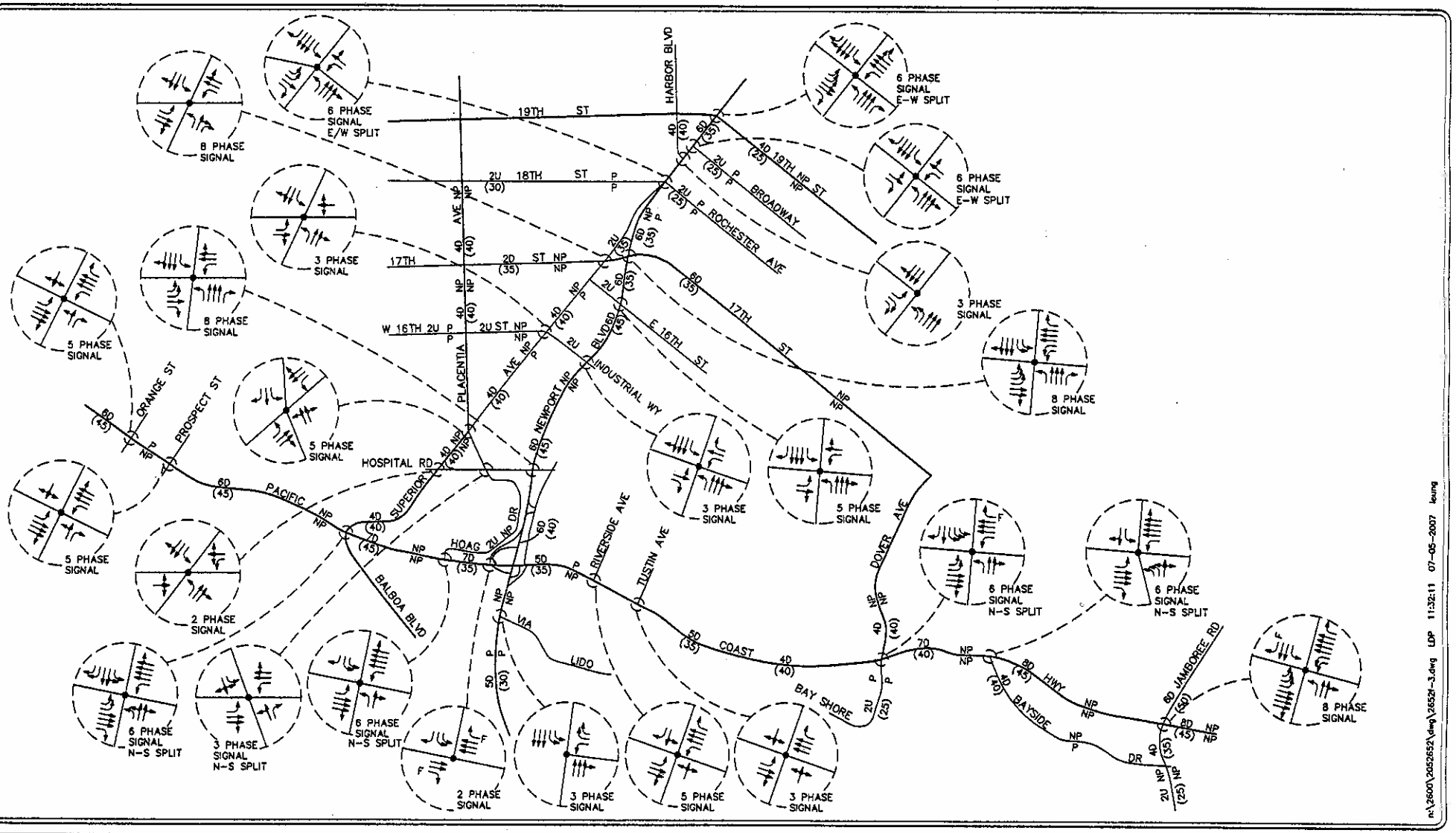
A comprehensive inventory of the street system adjacent to the project was undertaken to develop a detailed description of existing traffic conditions. ***Figure 3*** illustrates the existing physical characteristics of the streets, including lane configurations and traffic control at intersections, number of travel lanes, posted speed limits, and median types along roadways.

4.2 Existing Traffic Volumes

The AM and PM peak hour traffic counts for 11 of the 15 key intersections in Newport Beach were provided by the City, and were collected in 2005/2006. The traffic counts along Coast Highway, Newport Boulevard, and Jamboree Road were adjusted by a growth factor of 1% per year compounded annually to reflect Year 2007 conditions, as directed by City staff. Due to construction activities that precluded the collection of new traffic counts at the Superior Avenue/Hospital Road and Hoag Drive-Placentia Avenue/Hospital Road intersections, the City's 2003 peak hour traffic counts for these two intersections were adjusted by growth factors derived from adjacent intersections to reflect Year 2007 conditions. The AM and PM peak hour traffic counts for the remaining two key intersections in the City (Prospect Street/West Coast Highway and Hoag Drive/West Coast Highway) were collected in March 2007.

The AM and PM peak hour traffic counts for the nine key intersections in Costa Mesa were collected in March and April 2007.

Figures 4 and ***5*** illustrate the existing AM and PM peak hour traffic volumes, respectively.



KEY
- ← = APPROACH LANE ASSIGNMENT
- ● = TRAFFIC SIGNAL
- P = PARKING, NP = NO PARKING
- U = UNDIVIDED, D = DIVIDED
- 2 = NUMBER OF TRAVEL LANES
- (XX) = POSTED SPEED LIMIT (MPH)

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FIGURE 3

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS
HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

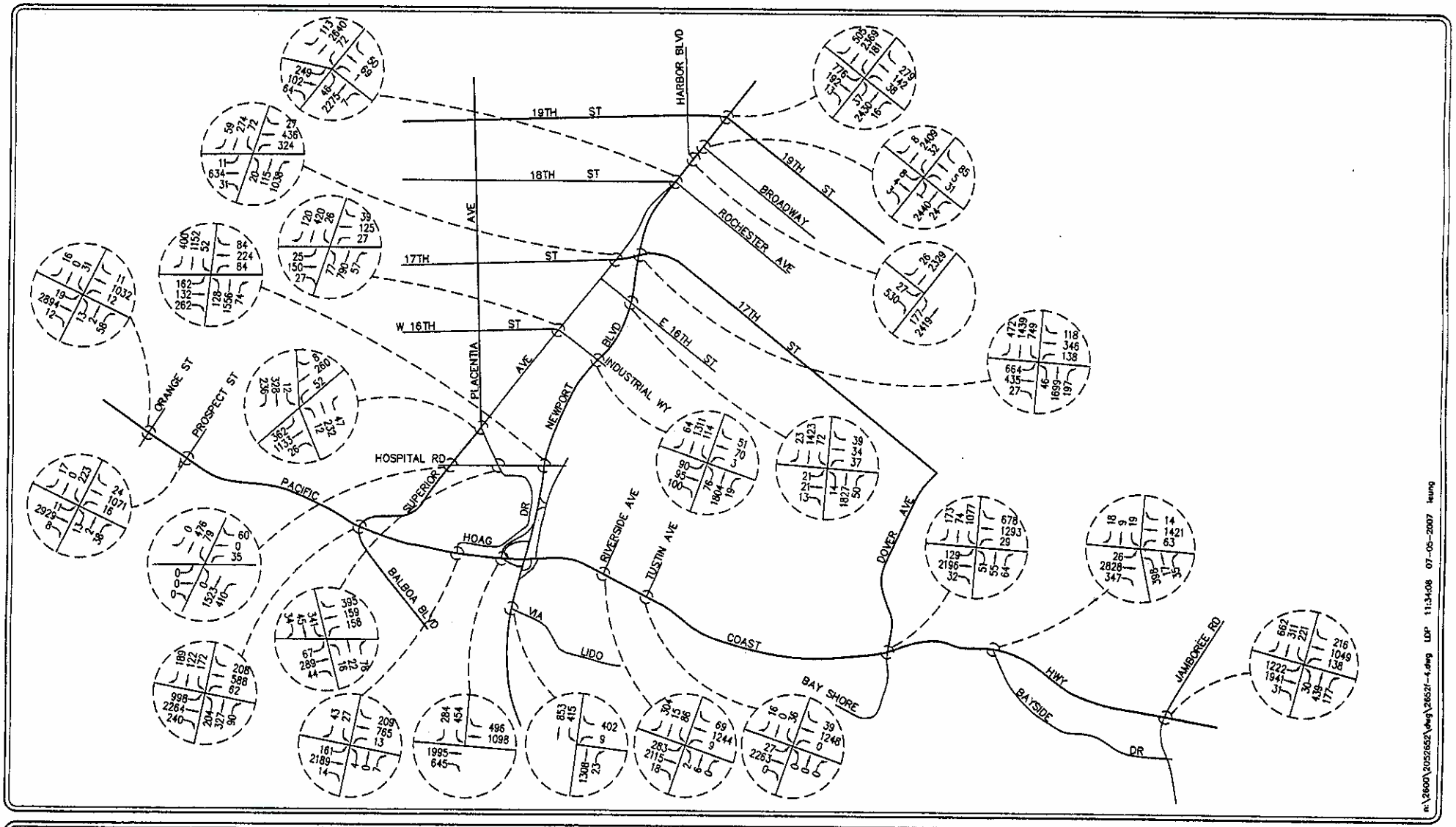

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FIGURE 4

EXISTING (2007) AM PEAK HOUR TRAFFIC VOLUMES
HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

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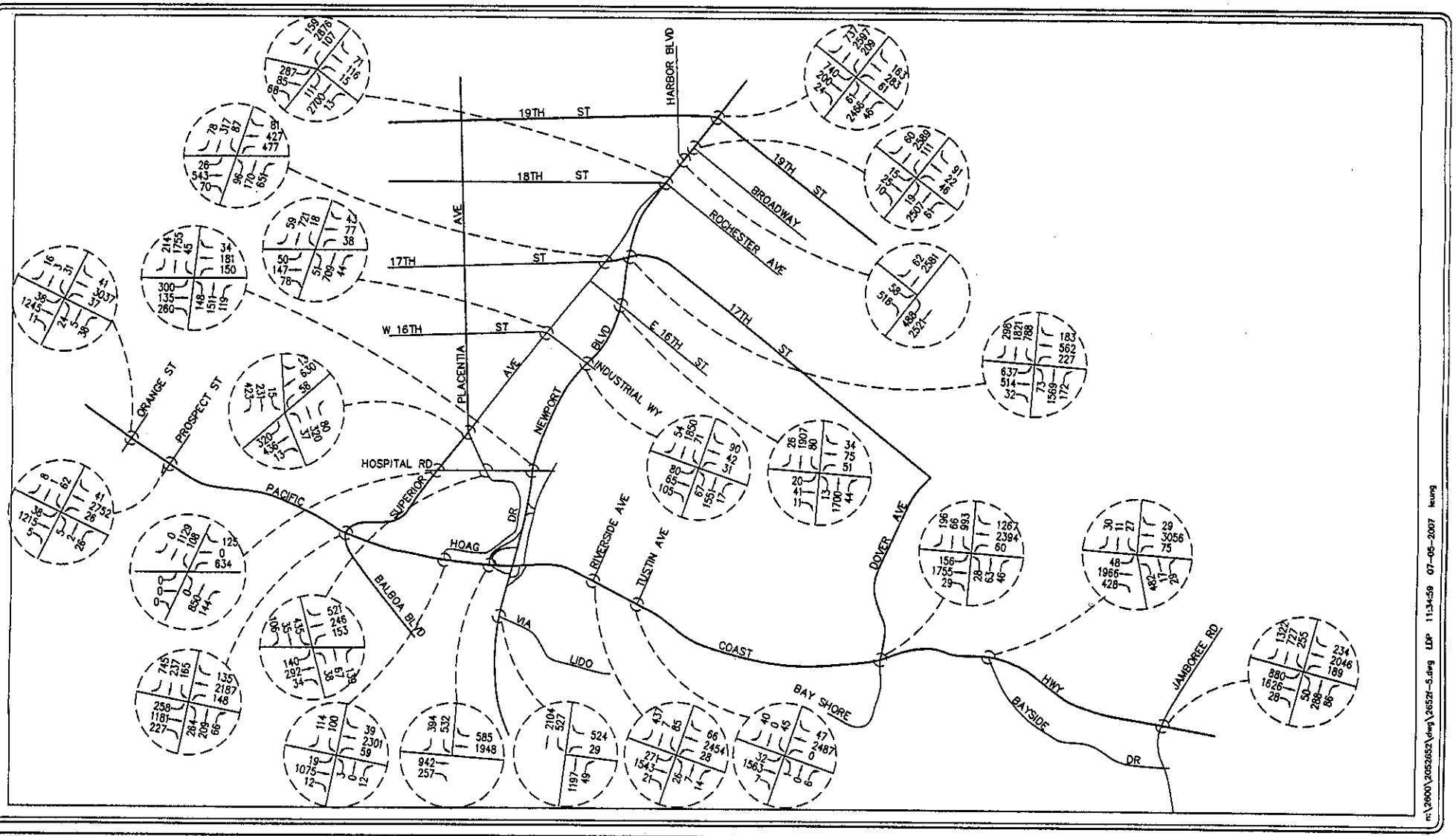

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FIGURE 5

EXISTING (2007) PM PEAK HOUR TRAFFIC VOLUMES
HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

4.3 Existing Peak Hour Levels of Service

Level of Service (LOS) qualitatively measures the operating conditions within a traffic system and how drivers and passengers perceive these conditions. Level of service ranges from LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum satisfactory service level in urban areas, and by the City of Newport Beach and City of Costa Mesa.

Based upon City of Newport Beach and City of Costa Mesa guidelines, the *Intersection Capacity Utilization* (ICU) methodology was used to determine the volume-to-capacity relationship for an intersection (based upon the individual volume-to-capacity ratios for key conflicting traffic movements), and corresponding level of service. By assuming 1,600 vehicles per hour per lane (vphpl) as the practical capacity for through lanes, left-turn, and right-turn lanes, the ICU method directly relates traffic demand to the available capacity (an ICU allowance for yellow time is not required by either City's guidelines). The resulting ICU numerical value represents the greatest green time requirements for the entire intersection. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. Level of service definitions for signalized intersections are summarized in ***Table 3***.

TABLE 3

LEVEL OF SERVICE DEFINITION FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS)	Intersection Capacity Utilization (ICU) Value	Level of Service Description
A	≤ 0.60	Free Flow
B	> 0.60 – 0.70	Rural Design
C	> 0.70 – 0.80	Urban Design
D	> 0.80 – 0.90	Maximum Urban Design
E	> 0.90 – 1.00	Capacity
F	> 1.00	Forced Flow

Based upon the level of service methodology described, the existing peak hour traffic volumes presented in *Figures 4* and *5* were used in conjunction with existing lane configurations illustrated in *Figure 3* to determine the current traffic operating conditions at the 24 key intersections. ***Appendix A*** contains the detailed level of service worksheets.

4.4 Existing Traffic Conditions

Table 4 summarizes the existing peak hour levels of service at the 24 study intersections. As shown, all 15 key intersections in Newport Beach, and eight of the nine key intersections in Costa Mesa currently operate at satisfactory levels of service (i.e., LOS D or better) during the AM and PM peak hours. The following Costa Mesa intersection operates at a deficient LOS E during the AM peak hour:

19. Superior Avenue/17th Street

TABLE 4
EXISTING (2007)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

Key Intersections	Peak Hour	ICU	LOS
City of Newport Beach Intersections			
1. Orange Street at	AM	0.64	B
West Coast Highway	PM	0.69	B
2. Prospect Street at	AM	0.77	C
West Coast Highway	PM	0.65	B
3. Balboa Blvd.-Superior Ave. at	AM	0.75	C
West Coast Highway	PM	0.76	C
4. Riverside Avenue at	AM	0.74	C
West Coast Highway	PM	0.78	C
5. Tustin Avenue at	AM	0.74	C
West Coast Highway	PM	0.59	A
6. Bay Shore Drive-Dover Drive at	AM	0.74	C
West Coast Highway	PM	0.79	C
7. Bayside Drive at	AM	0.74	C
East Coast Highway	PM	0.65	B
8. Jamboree Road at	AM	0.75	C
East Coast Highway	PM	0.78	C
9. Newport Boulevard at	AM	0.41	A
Via Lido	PM	0.46	A
10. Newport Boulevard at	AM	0.55	A
Hospital Road	PM	0.68	B
11. Placentia Avenue at	AM	0.60	A
Superior Avenue	PM	0.55	A
12. Newport Blvd. SB Off-Ramp at	AM	0.80	C
West Coast Highway	PM	0.65	B
13. Superior Avenue at	AM	0.68	B
Hospital Road	PM	0.62	B
14. Hoag Drive-Placentia Ave. at	AM	0.37	A
Hospital Road	PM	0.57	A
15. Hoag Drive at	AM	0.48	A
West Coast Highway	PM	0.45	A
City of Costa Mesa Intersections			
16. Superior Avenue at	AM	0.42	A
16th Street-Industrial Way	PM	0.42	A
17. Newport Boulevard at	AM	0.57	A
Industrial Way	PM	0.55	A
18. Newport Boulevard at	AM	0.50	A
16th Street	PM	0.49	A
19. Superior Avenue at	AM	**0.90**	E
17th Street	PM	0.67	B
20. Newport Boulevard at	AM	0.80	C
17th Street	PM	0.82	D
21. Newport Boulevard at	AM	0.73	C
18th Street-Rochester Street	PM	0.88	D
22. Newport Boulevard at	AM	0.66	B
Harbor Boulevard	PM	0.74	C
23. Newport Boulevard at	AM	0.60	A
Broadway Boulvard	PM	0.70	B
24. Newport Boulevard at	AM	0.84	D
19th Street	PM	0.86	D

Note:

Bold LOS values indicate adverse service levels based on City of Newport Beach and Costa Mesa standards

5.0 TRAFFIC PROJECTIONS

In order to evaluate the potential traffic impacts of the proposed project, the amount of traffic that could be generated (i.e., project traffic generation), and future traffic volumes on the surrounding street system (i.e., Year 2015 and Year 2025 forecasts), need to be estimated. It is necessary to develop these projections in order to determine any potential traffic impacts that the project-generated traffic may have on the adjacent circulation system. This is done through a comparison of the Year 2015 and Year 2025 without project scenarios (representing future conditions without the proposed project, but with the buildout of the already-approved maximum square footage of the Hospital), against the Year 2015 and Year 2025 with Project scenarios (representing future conditions with the project). The same comparison steps were applied to the project alternative.

5.1 Project Traffic Volumes

A two-step process was utilized to develop project traffic forecasts. The first step is project traffic generation, which estimates the total arriving and departing traffic at the project area on a peak hour and daily basis. The second step of the forecasting process is the use of the current Newport Beach Traffic Model (NBTM) to complete the project traffic assignment, by which project-generated trips are allocated to specific links and intersections on the street system. The modeling effort was conducted by Urban Crossroads, Inc., and produced the project-generated forecasts at each of the 15 key intersections in Newport Beach during the AM and PM peak hours (also used as basis to extrapolate project traffic volumes to the nine key intersections in Costa Mesa).

5.1.1 *Project Trip Generation Rates*

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation factors and equations used in the traffic forecasting procedure are typically found in the Seventh Edition of *Trip Generation,* published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 1997]. Empirical trip rates have been developed for Hoag Hospital's outpatient and inpatient uses as part of the Hoag Master Plan EIR Traffic Study (prepared by LSA Associates in September 1991), and LLG's prior TPO study for Phase II.

Table 5 presents a comparison of the inpatient and outpatient trip rates from the three sources, and indicates that the outpatient trip rates from the Phase II TPO are 14% to 125% greater than the 1991 EIR's rates on a typical weekday and during the AM and PM peak hours. The Phase II TPO outpatient rates are 29% greater than the ITE (7th Edition) trip rates for medical-dental office buildings for the AM peak hour, but are slightly lower (5% to 13%) for a typical weekday and PM peak hour. The Phase II TPO inpatient rates are 18% to 118% greater than the hospital ITE trip rates for a typical weekday and the AM and PM peak hours.

More recent traffic counts at Hoag's driveways were not performed due to construction activities at Hoag Hospital that could result in an atypical "snapshot" of Hoag's existing traffic generation. Therefore, any empirical trip rates derived from newer driveway counts may not accurately represent

TABLE 5
PROJECT TRIP GENERATION RATES

Description	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Inpatient (trips per bed) *(Phase II TPO Empirical Trip Rates)*	**25.80**	**0.92**	**0.71**	**1.63**	**0.50**	**1.04**	**1.54**
Outpatient (trips per 1,000 SF) *(Phase II TPO Empirical Trip Rates)*	**34.19**	**1.79**	**1.41**	**3.20**	**0.97**	**2.25**	**3.22**
OTHER SOURCES FOR COMPARISON							
1991 EIR Traffic Study Trip Rates [a]							
Outpatient (trips per 1,000 SF)	29.90	1.00	0.42	1.42	0.67	1.06	1.73
ITE (7th Edition) Trip Rates [b]							
Hospital (trips per bed)	11.81	0.79	0.34	1.13	0.47	0.83	1.30
Medical-Dental Office Building (trips per 1,000 SF)	36.13	1.96	0.52	2.48	1.00	2.72	3.72

Notes:

[a] Source: *Hoag Memorial Hospital Presbyterian Master Plan Traffic Impact and Parking Analysis*, prepared by LSA Associates, Inc., September 1991.

[b] Source: *Trip Generation*, 7th Edition, Institute of Transportation Engineers (ITE), 2003.

Hoag Hospital's traffic generation under typical circumstances (i.e., without major construction activities occurring).

According to City staff, the empirical rates from the Phase II TPO study should be applied to this study. These survey-based rates for inpatient and outpatient uses are considered to be the most appropriate for use in this study (compared to the trip rates per the 1991 EIR and ITE 7th Edition, and any recent field study, if performed) because they are based upon actual field surveys conducted in 2001 (during typical/non-major construction conditions at Hoag), and therefore provide the best correlation to Hoag Hospital's unique tripmaking characteristics for inpatient and outpatient facilities.

As indicated in *Table 5*, the empirical trip rates for inpatient uses are expressed in terms of "trips per bed", not "trips per 1,000 SF". These inpatient "trips per bed" rates account for traffic generated by inpatient drop-off/pick-up activities, inpatient visitors, medical staff, administrative staff, and emergency room-related uses. The number of beds is more indicative of, or correlates better with, the tripmaking potential of inpatient uses, compared to square footage. The relationship between square footage and inpatient trips is not linear. Inpatient space expansions may not directly result in additional inpatient trips because some of the added hospital space is used for equipment, storage, utilities, and patient/employee/visitor amenities. Therefore, using inpatient trip rates based on square footage could overestimate the potential number of trips that inpatient uses could realistically generate.

The number of beds in a hospital is typically representative of the inpatient component's intensity, patient, employee, and visitor levels. This characteristic has been observed in other traffic studies previously completed by LLG for hospitals. Consistent with the inpatient characteristics at those other hospitals, Hoag is experiencing the need to provide more square footage for supporting typical hospital functions (i.e., the same inpatient function now requires more space than it did in the past). By comparing inpatient "square footage per bed" ratios between the West Tower (older building within the Hoag campus) and the newly built Women's Pavilion, it was evident that Hoag Hospital is moving towards providing more inpatient square footage per bed (or room). For example, a patient room's size increased by 57%, from 191 SF to 300 SF. An ICU room's size increased by 82%, from 225 SF to 410 SF. An operating room's size was expanded from 450 SF to 550 SF (22% increase), and a labor/delivery room was larger.

The outpatient trip rates (expressed in terms of "trips per 1,000 SF") reported in *Table 5* account for traffic generated by "stand-alone" outpatient facilities within the Hoag medical campus (i.e., James Irvine Surgery Center, and Cancer Center), and other medical office buildings in the Hoag campus that provide outpatient care and receive medical referrals from the hospital/inpatient facilities at Hoag. These outpatient "trips per 1,000 SF" rates include trips by outpatients, outpatient drop-off/pick-up activities, outpatient visitors, medical staff, and administrative staff.

Outpatient (or "Medical Office Building") trip generation rates are typically greater, and result in more trips, than inpatient (or "Hospital") trip rates. The prior Phase II TPO study concluded that the

outpatient rates (in "trips per 1,000 SF") were greater than the inpatient rates (also expressed in "trips per 1,000 SF") derived from that study. Specifically, the outpatient rates were greater by 54% on a daily basis, 127% during the AM peak hour, and 142% during the PM peak hour, compared to the inpatient rates. The ITE rates for Medical-Dental Office Buildings and Hospitals, when both are expressed in "trips per 1,000 SF", indicate the same relationship (i.e., medical office rates are greater than hospital rates).

Based on the Phase II TPO study, trip rates were not derived for the Support Services category because the significant majority of traffic generated by support services (i.e., food services, engineering, maintenance, day care, and educational/conference facilities) was determined to be the same trips already accounted for in one or more of the other land use categories. For example, the educational/conference areas in the Lower Campus are used by Hoag employees originating from the Upper Campus. Similarly, on-site amenities, such as cafeterias, are used by visitors that are inherent in the inpatient and/or outpatient category. The same Hoag medical and administrative employees who are included in the inpatient and outpatient categories also use support/ancillary uses such as food service facilities and the day care center. Trips generated by engineering and maintenance staff at Hoag Hospital are inherent in the inpatient and/or outpatient category. Therefore, although Support Service facilities may result in internal tripmaking within the Hoag medical campus, these ancillary uses are not expected to generate additional trips at any of the key intersections analyzed.

5.1.2 *Project Trip Generation Estimates*

The empirical trip rates, which are summarized in *Table 5*, were applied to the existing and future components of Hoag Hospital. ***Table 6*** presents the trip generation estimates under existing conditions, future conditions without the project, future conditions with the project, and the project-generated trips. ***Table 7*** summarizes the trip generation estimates under existing conditions, future conditions without the project alternative, future conditions with the project alternative, and the project alternative-generated trips.

For the Upper Campus, *Table 6* indicates that the project is expected to generate 3,342 daily trips on a typical weekday, of which 253 trips would occur during the AM peak hour, and 247 trips would occur during the PM peak hour. *Table 6* further indicates that the project would result in a reduction in traffic generation for the Lower Campus, corresponding to 7,693 fewer daily trips, 720 fewer AM peak hour trips, and 724 fewer PM peak hour trips compared to future conditions without the project.

Table 6 also shows that, for the entire Hoag medical campus, the project is expected to result in an overall net reduction of trips, comprised of 4,351 fewer daily trips, 467 fewer AM peak hour trips, and 477 fewer PM peak hour trips, when compared against conditions without the project.

As discussed in the previous section of this report, outpatient uses typically generate more trips than inpatient uses. Specific to the Hoag medical campus, prior field studies (per the Phase II TPO traffic study) indicate that the empirical outpatient trip rates for Hoag are 54% to 142% greater than inpatient trip rates derived from those same traffic generation surveys. Therefore, transferring out 225,000 SF of

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TABLE 6
PROJECT TRIP GENERATION ESTIMATES

Description	EXISTING									EXISTING + FUTURE ADDITION WITHOUT THE PROJECT										EXISTING + FUTURE ADDITION WITH THE PROJECT										PROJECT-GENERATED TRIPS						
	Size		Daily	AM Pk Hr Trips			PM Pk Hr Trips			Size (GSF)			Daily	AM Pk Hr Trips			PM Pk Hr Trips			Size (GSF)			Daily	AM Pk Hr Trips			PM Pk Hr Trips			Daily	AM Pk Hr Trips			PM Pk Hr Trips		
	GSF	Beds	Trips	In	Out	Total	In	Out	Total	Addition	Existing + Addition	Total Beds	Trips	In	Out	Total	In	Out	Total	Addition	Existing + Addition	Total Beds	Trips	In	Out	Total	In	Out	Total	Trips	In	Out	Total	In	Out	Total
UPPER CAMPUS																																					
Inpatient / Inpatient (South Building)	643,436	409	10,552	376	290	666	205	425	630	67,228	710,664	409	10,552	376	290	666	205	425	630	131,335 [b]	774,771	485	12,513	446	344	790	243	504	747	1,961	70	54	124	38	79	117
Outpatient (Women's Pavilion)	15,392	-	526	28	22	50	15	35	50	-	15,392	-	526	28	22	50	15	35	50	-	15,392	-	526	28	22	50	15	35	50	0	0	0	0	0	0	0
Outpatient (James Irvine Expansion)	800	-	27	1	1	2	1	2	3	-	800	-	27	1	1	2	1	2	3	-	800	-	27	1	1	2	1	2	3	0	0	0	0	0	0	0
Outpatient (Cardiac Serv. Bldg. 1995)	5,544	-	190	10	8	18	5	12	17	-	5,544	-	190	10	8	18	5	12	17	-	5,544	-	190	10	8	18	5	12	17	0	0	0	0	0	0	0
Outpatient (MRI Waiting)	500	-	17	1	1	2	0	1	1	-	500	-	17	1	1	2	0	1	1	-	500	-	17	1	1	2	0	1	1	0	0	0	0	0	0	0
Support (Women's Pavilion) [a]	27,114	-	-	-	-	-	-	-	-	-	27,114	-	-	-	-	-	-	-	-	-	27,114	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0
Support (Emergency Gen. Addtn.) [a]	5,335	-	-	-	-	-	-	-	-	-	5,335	-	-	-	-	-	-	-	-	-	5,335	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0
Outpatient (South Building)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26,268	26,268	-	898	47	37	84	25	59	84	898	47	37	84	25	59	84
Support (South Building) [a]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120,498	120,498	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0
Outpatient (Imaging/ECU Expansion)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14,127	14,127	-	483	25	20	45	14	32	46	483	25	20	45	14	32	46
UPPER CAMPUS TOTAL:	**698,121**	**409**	**11,312**	**416**	**322**	**738**	**226**	**475**	**701**	**67,228**	**765,349**	**409**	**11,312**	**416**	**322**	**738**	**226**	**475**	**701**	**292,228**	**990,349**	**485**	**14,654**	**558**	**433**	**991**	**303**	**645**	**948**	**3,342**	**142**	**111**	**253**	**77**	**170**	**247**
LOWER CAMPUS																																					
Outpatient (Cancer Center)	65,000	-	2,222	116	92	208	63	146	209	-	65,000	-	2,222	116	92	208	63	146	209	-	65,000	-	2,222	116	92	208	63	146	209	0	0	0	0	0	0	0
Outpatient (Conference Ctr.)	13,270	-	454	24	19	43	13	30	43	-	13,270	-	454	24	19	43	13	30	43	-	13,270	-	454	24	19	43	13	30	43	0	0	0	0	0	0	0
Support (Conference Center) [a]	77,864	-	-	-	-	-	-	-	-	-	77,864	-	-	-	-	-	-	-	-	-	77,864	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0
Support (Child Care Center) [a]	7,800	-	-	-	-	-	-	-	-	-	7,800	-	-	-	-	-	-	-	-	-	7,800	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0
Support (Cogeneration Building) [a]	24,215	-	-	-	-	-	-	-	-	-	24,215	-	-	-	-	-	-	-	-	-	24,215	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0
Outpatient	-	-	-	-	-	-	-	-	-	225,000	225,000	-	7,693	403	317	720	218	506	724	-	0	-	-	-	-	-	-	-	-	(7,693)	(403)	(317)	(720)	(218)	(506)	(724)
Outpatient (Outpatient Building)	-	-	-	-	-	-	-	-	-	110,000	110,000	-	3,761	197	155	352	107	248	355	110,000	110,000	-	3,761	197	155	352	107	248	355	0	0	0	0	0	0	0
Outpatient (Medical Office Building)	-	-	-	-	-	-	-	-	-	50,027	50,027	-	1,710	90	71	161	49	113	162	50,027	50,027	-	1,710	90	71	161	49	113	162	0	0	0	0	0	0	0
Support (Child Care Ctr. Expansion) [a]	-	-	-	-	-	-	-	-	-	4,713	4,713	-	-	-	-	-	-	-	-	4,713	4,713	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0
LOWER CAMPUS TOTAL:	**188,149**	**-**	**2,676**	**140**	**111**	**251**	**76**	**176**	**252**	**389,740**	**577,889**	**-**	**15,840**	**830**	**654**	**1,484**	**450**	**1,043**	**1,493**	**164,740**	**352,889**	**-**	**8,147**	**427**	**337**	**764**	**232**	**537**	**769**	**(7,693)**	**(403)**	**(317)**	**(720)**	**(218)**	**(506)**	**(724)**
UPPER + LOWER CAMPUSES	**886,270**	**409**	**13,988**	**556**	**433**	**989**	**302**	**651**	**953**	**456,968**	**1,343,238**	**409**	**27,152**	**1,246**	**976**	**2,222**	**676**	**1,518**	**2,194**	**456,968**	**1,343,238**	**485**	**22,801**	**985**	**770**	**1,755**	**535**	**1,182**	**1,717**	**(4,351)**	**(261)**	**(206)**	**(467)**	**(141)**	**(336)**	**(477)**

Notes:

[a] The ancillary uses under the "Support" category are not expected to generate additional trips.

[b] The entire project-related addition of 131,335 SF of inpatient square footage (inclusive of 76 new beds) is for the South Building.

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TABLE 7
PROJECT ALTERNATIVE TRIP GENERATION ESTIMATES

Description	EXISTING									EXISTING + FUTURE ADDITION W/O THE PROJECT ALTERNATIVE										EXISTING + FUTURE ADDITION W/ THE PROJECT ALTERNATIVE										PROJECT ALTERNATIVE-GENERATED TRIPS								
	Size		Daily	AM Pk Hr Trips			PM Pk Hr Trips			Size (GSF)			Daily	AM Pk Hr Trips			PM Pk Hr Trips			Size (GSF)			Daily	AM Pk Hr Trips			PM Pk Hr Trips			Daily	AM Pk Hr Trips			PM Pk Hr Trips		
	GSF	Beds	Trips	In	Out	Total	In	Out	Total	Addition	Existing + Addition	Total Beds	Trips	In	Out	Total	In	Out	Total	Addition	Existing + Addition	Total Beds	Trips	In	Out	Total	In	Out	Total	Trips	In	Out	Total	In	Out	Total
UPPER CAMPUS																																							
Inpatient / Inpatient (South Building)	643,436	409	10,552	376	290	666	205	425	630	67,228	710,664	409	10,552	376	290	666	205	425	630	56,335 [b]	699,771	485	12,513	446	344	790	243	504	747	1,961	70	54	124	38	79	117
Outpatient (Women's Pavilion)	15,392	-	526	28	22	50	15	35	50	-	15,392	-	526	28	22	50	15	35	50	-	15,392	-	526	28	22	50	15	35	50	0	0	0	0	0	0	0
Outpatient (James Irvine Expansion)	800	-	27	1	1	2	1	2	3	-	800	-	27	1	1	2	1	2	3	-	800	-	27	1	1	2	1	2	3	0	0	0	0	0	0	0
Outpatient (Cardiac Serv. Bldg. 1995)	5,544	-	190	10	8	18	5	12	17	-	5,544	-	190	10	8	18	5	12	17	-	5,544	-	190	10	8	18	5	12	17	0	0	0	0	0	0	0
Outpatient (MRI Waiting)	500	-	17	1	1	2	0	1	1	-	500	-	17	1	1	2	0	1	1	-	500	-	17	1	1	2	0	1	1	0	0	0	0	0	0	0
Support (Women's Pavilion) [a]	27,114	-	-	-	-	-	-	-	-	-	27,114	-	-	-	-	-	-	-	-	-	27,114	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0
Support (Emergency Gen. Addtn.) [a]	5,335	-	-	-	-	-	-	-	-	-	5,335	-	-	-	-	-	-	-	-	-	5,335	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0
Outpatient (South Building)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26,268	26,268	-	898	47	37	84	25	59	84	898	47	37	84	25	59	84
Support (South Building) [a]	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120,498	120,498	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0
Outpatient (Imaging/ECU Expansion)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14,127	14,127	-	483	25	20	45	14	32	46	483	25	20	45	14	32	46
UPPER CAMPUS TOTAL:	**698,121**	**409**	**11,312**	**416**	**322**	**738**	**226**	**475**	**701**	**67,228**	**765,349**	**409**	**11,312**	**416**	**322**	**738**	**226**	**475**	**701**	**217,228**	**915,349**	**485**	**14,654**	**558**	**433**	**991**	**303**	**645**	**948**	**3,342**	**142**	**111**	**253**	**77**	**170**	**247**
LOWER CAMPUS																																							
Outpatient (Cancer Center)	65,000	-	2,222	116	92	208	63	146	209	-	65,000	-	2,222	116	92	208	63	146	209	-	65,000	-	2,222	116	92	208	63	146	209	0	0	0	0	0	0	0
Outpatient (Conference Ctr.)	13,270	-	454	24	19	43	13	30	43	-	13,270	-	454	24	19	43	13	30	43	-	13,270	-	454	24	19	43	13	30	43	0	0	0	0	0	0	0
Support (Conference Center) [a]	77,864	-	-	-	-	-	-	-	-	-	77,864	-	-	-	-	-	-	-	-	-	77,864	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0
Support (Child Care Center) [a]	7,800	-	-	-	-	-	-	-	-	-	7,800	-	-	-	-	-	-	-	-	-	7,800	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0
Support (Cogeneration Building) [a]	24,215	-	-	-	-	-	-	-	-	-	24,215	-	-	-	-	-	-	-	-	-	24,215	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0
Outpatient	-	-	-	-	-	-	-	-	-	225,000	225,000	-	7,693	403	317	720	218	506	724	75,000	75,000	-	2,564	134	106	240	73	169	242	(5,129)	(269)	(211)	(480)	(145)	(337)	(482)
Outpatient (Outpatient Building)	-	-	-	-	-	-	-	-	-	110,000	110,000	-	3,761	197	155	352	107	248	355	110,000	110,000	-	3,761	197	155	352	107	248	355	0	0	0	0	0	0	0
Outpatient (Medical Office Building)	-	-	-	-	-	-	-	-	-	50,027	50,027	-	1,710	90	71	161	49	113	162	50,027	50,027	-	1,710	90	71	161	49	113	162	0	0	0	0	0	0	0
Support (Child Care Ctr. Expansion) [a]	-	-	-	-	-	-	-	-	-	4,713	4,713	-	-	-	-	-	-	-	-	4,713	4,713	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0
LOWER CAMPUS TOTAL:	**188,149**	**-**	**2,676**	**140**	**111**	**251**	**76**	**176**	**252**	**389,740**	**577,889**	**-**	**15,840**	**830**	**654**	**1,484**	**450**	**1,043**	**1,493**	**239,740**	**427,889**	**-**	**10,711**	**561**	**443**	**1,004**	**305**	**706**	**1,011**	**(5,129)**	**(269)**	**(211)**	**(480)**	**(145)**	**(337)**	**(482)**
UPPER + LOWER CAMPUSES	**886,270**	**409**	**13,988**	**556**	**433**	**989**	**302**	**651**	**953**	**456,968**	**1,343,238**	**409**	**27,152**	**1,246**	**976**	**2,222**	**676**	**1,518**	**2,194**	**456,968**	**1,343,238**	**485**	**25,365**	**1,119**	**876**	**1,995**	**608**	**1,351**	**1,959**	**(1,787)**	**(127)**	**(100)**	**(227)**	**(68)**	**(167)**	**(235)**

Notes:

[a] The ancillary uses under the "Support" category are not expected to generate additional trips.

[b] The entire project alternative-related addition of 56,335 SF of inpatient square footage (inclusive of 76 new beds) is for the South Building.

the greater, trip-generating outpatient uses from the Lower Campus would cause a major reduction in Lower Campus trips. Adding that same square footage to the Upper Campus as lesser, trip-generating inpatient use (translating to the addition of 76 inpatient beds, totaling 485 beds), some outpatient use (40,395 SF), and 120,498 SF of support uses (which do not generate additive trips, as discussed previously) results in some increase in Upper Campus trips, but not as much as the reduction of Lower Campus trips. The net effect of having some increase in Upper Campus trips, and a major reduction in Lower Campus trips, is an overall decrease in trips for the Hoag medical campus as a result of the project.

Table 7, which presents the trip generation estimates for the project alternative, indicates that the project alternative is expected to generate the same trips in the Upper Campus as the project, primarily because the inpatient trip generation is a function of the number of inpatient beds (which is the same under both scenarios), not square footage. Although less square footage is transferred to the Upper Campus under the project alternative, the anticipated increase in the number of inpatient beds (76 beds), and the sizes for the outpatient and support components of the transfer (40,395 SF and 120,498 SF, respectively) are consistent with the development program for the project. Because the number of inpatient beds is the same, the application of the inpatient "trips per bed" rates to the project alternative yields the same number of trips in the Upper Campus. *Table 7* further indicates that the project alternative would result in a reduction in traffic generation for the Lower Campus, corresponding to 5,129 fewer daily trips, 480 fewer AM peak hour trips, and 482 fewer PM peak hour trips compared to future conditions without the project. These trip reductions related to the project alternative are less than those of the project.

Table 7 also shows that, for the entire Hoag medical campus, the project alternative is expected to result in an overall net reduction of trips, comprised of 1,787 fewer daily trips, 227 fewer AM peak hour trips, and 235 fewer PM peak hour trips, when compared against conditions without the project. These overall net reductions related to the project alternative are less than those of the project.

The project traffic generation estimates were provided to Urban Crossroads, Inc. for input to the current NBTM, and were used as basis for the project traffic assignment on the street system using the City's model. The NBTM "Constrained" network was used for Year 2015 analysis, and the City's "Buildout" network (also known as the City's currently adopted "General Plan Baseline" network) was used for Year 2025 analysis.

Key roadway changes reflected in the new constrained (versus Baseline) analysis include:

- No extension of SR-55
- No widening of Coast Highway through Mariner's Mile
- No extension of 19th Street across the Santa Ana River
- No widening of Jamboree Road north of Ford Road

The project traffic has been assigned to the roadway system using the NBTM. The NBTM formulas distribute traffic on the basis of the types of trips and the locations of other land uses that can be expected to interact with the proposed use. The project trip distribution has been obtained directly

from the NBTM forecasting tool and represents the distribution of traffic traveling to and from the overall hospital campus.

Traffic is then assigned to the roadway system at the same time as traffic that is generated by other surrounding uses within the study area and throughout the Southern California region. All traffic is assigned to the roadway network under the assumption that each driver will seek the minimum time path. For this reason, the proposed changes in traffic associated with the project also affect the travel paths selected by other drivers. Thus, increasing the amount of traffic associated with the Upper Campus and using Hospital Road to access the hospital may cause other traffic that formerly used Hospital Road to choose a different travel path.

Embedded in NBTM, and provided for informational purposes only, is an overall traffic distribution pattern for Hoag Hospital at all Newport Beach and Costa Mesa intersections, which is illustrated on ***Figure B-1*** and included in ***Appendix B***.

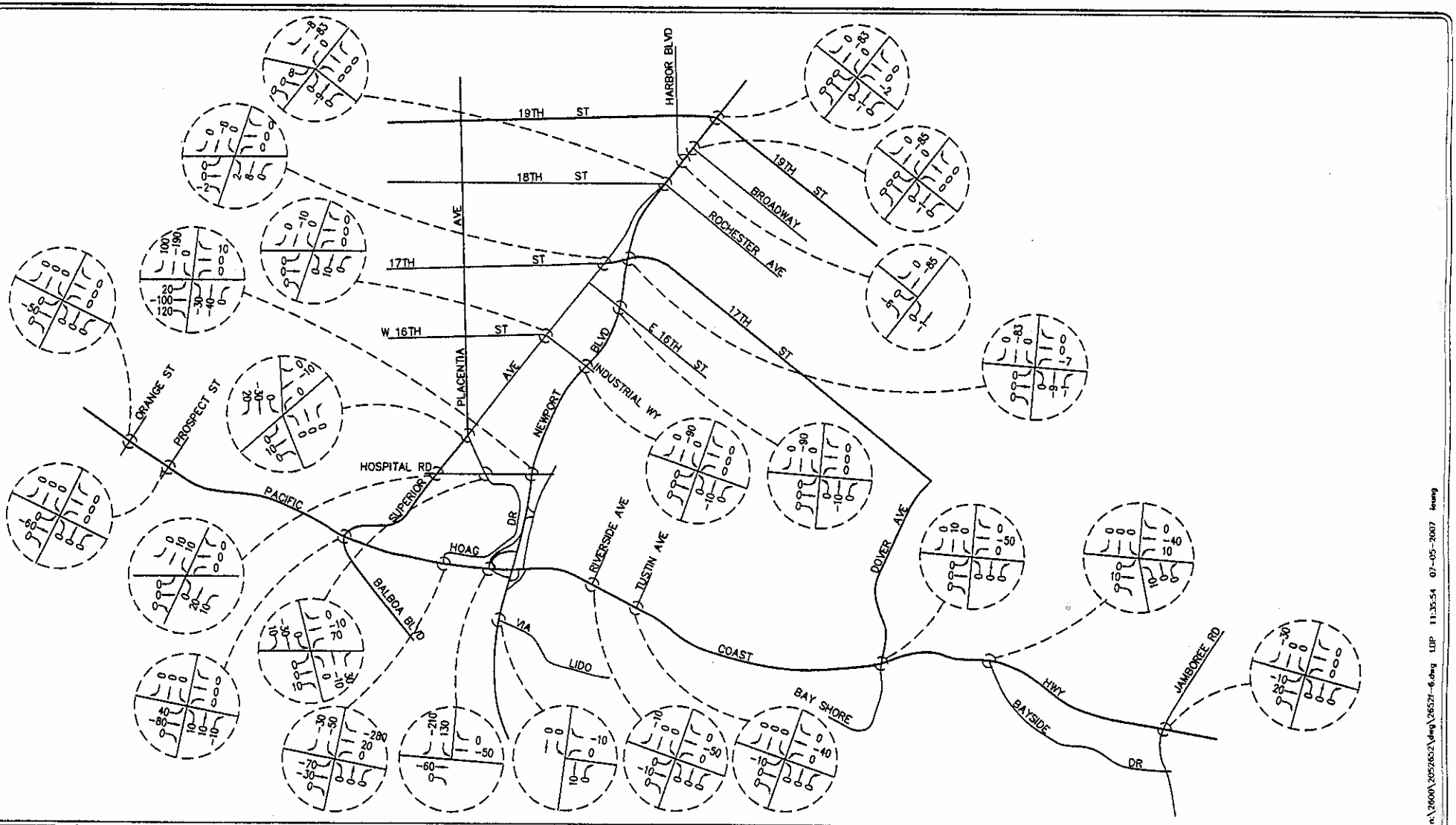
The land use intensities were modified for the NBTM's Traffic Analysis Zone (TAZ) 1413 and 1713 to reflect the existing and future components of Hoag Hospital, as previously presented in *Tables 1* and *2* and *Tables 6* and *7*. Using the specialized analysis capabilities of NBTM, the project's trip distribution characteristics were identified, and applied in forecasting Year 2025 (General Plan buildout) traffic volumes with the development of the project. Urban Crossroads, Inc. also developed the Year 2025 (General Plan buildout) forecasts without the proposed reallocation of medical uses from the Lower Campus to the Upper Campus. By taking the differential between the Year 2025 with and without project forecasts, the project-generated traffic volumes were derived for the 15 key intersections located in the City of Newport Beach. These project-generated traffic volumes were used as basis to extrapolate project traffic volumes to the nine key intersections located in the City of Costa Mesa. The same approach was applied in developing model forecasts for the project alternative.

As previously indicated, the project-generated traffic volumes forecasted at the northernmost Newport Beach intersections were used as basis to extrapolate project traffic volumes to the nine key intersections located in the City of Costa Mesa. Specifically, the project-generated trips on the approaches and departures of the Newport Boulevard/Hospital Road and Placentia Avenue/Superior Avenue intersections were used as basis to "track" the approach/departure volumes onto Costa Mesa intersections. The approach/departure volumes were translated to turning movement volumes at Costa Mesa intersections by applying the overall trip distribution pattern developed and provided by Urban Crossroads.

Figures 6 through ***9*** illustrate the project-generated and project alternative-generated traffic volumes at the 24 key intersections during the AM and PM peak hours, respectively. Urban Crossroads examined these volumes and deemed them reasonable for use in this study.

5.2 Year 2015 without Project Traffic Forecasts

For the 15 key intersections in Newport Beach, the Year 2015 without Project forecasts were developed by Urban Crossroads, Inc. by using the NBTM. For the nine key intersections in Costa

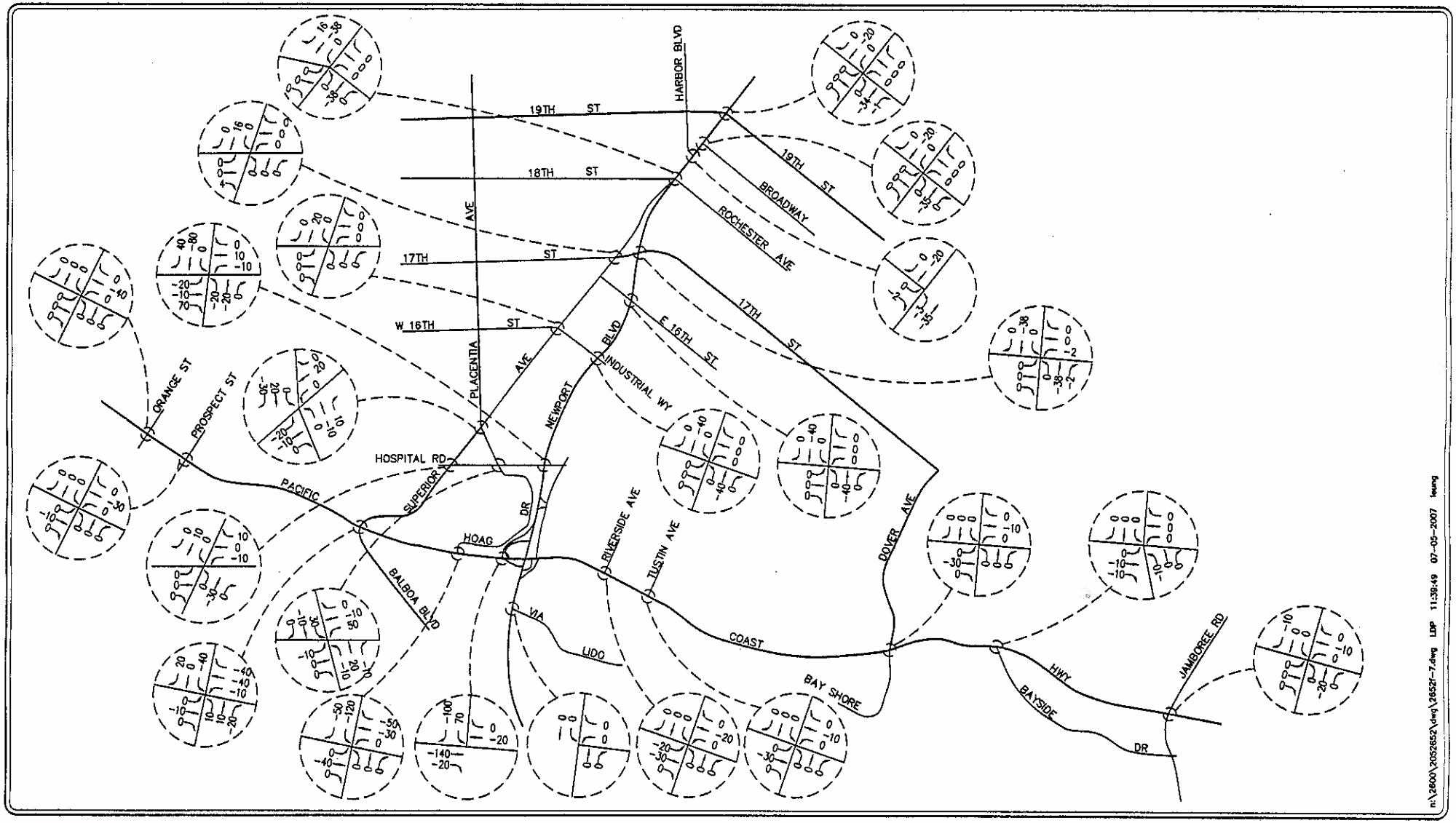


LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

FIGURE 6

PROJECT-GENERATED AM PEAK HOUR TRAFFIC VOLUMES
HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH



LINSCOTT LAW & GREENSPAN engineers

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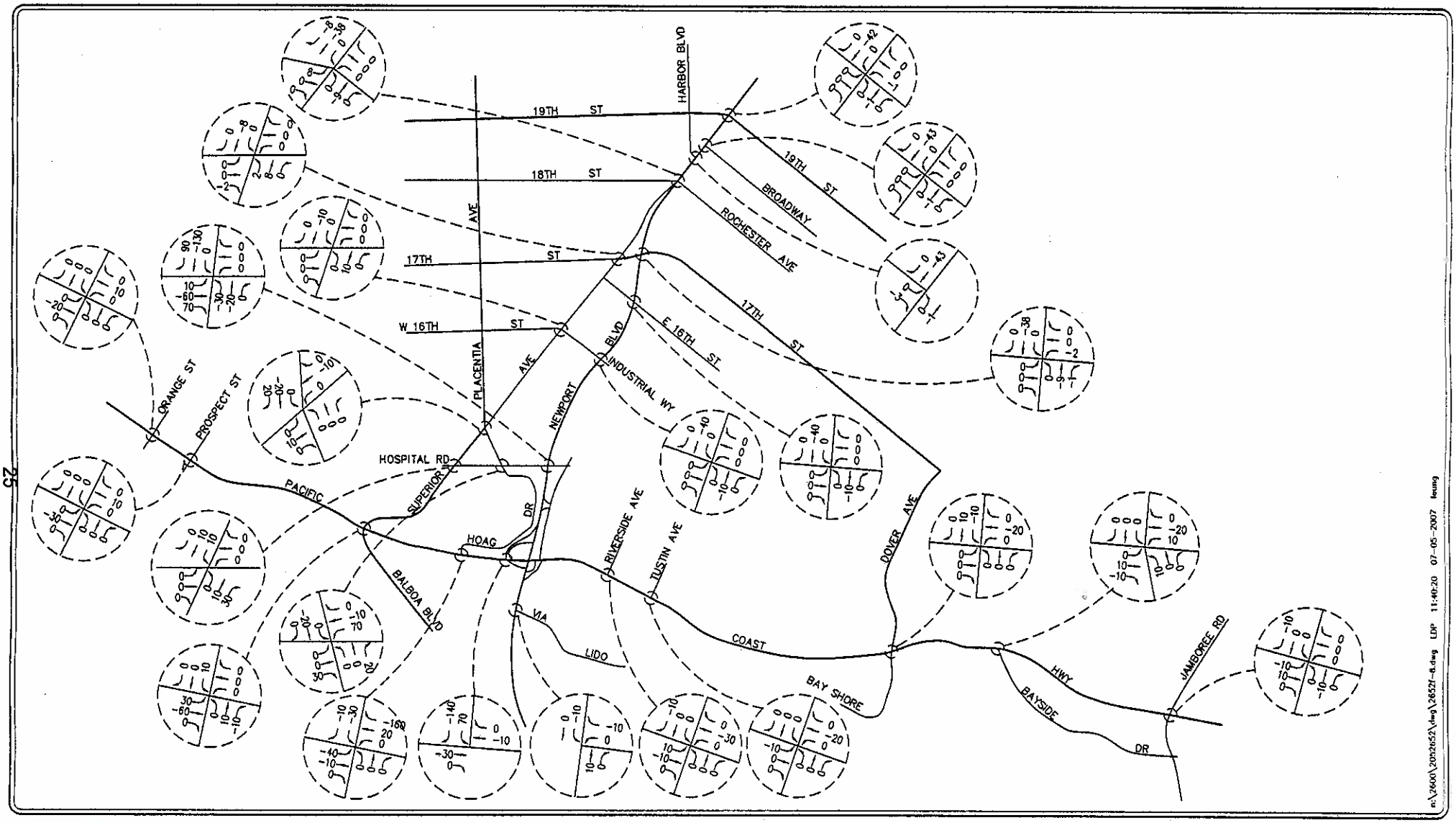
FIGURE 7

PROJECT-GENERATED PM PEAK HOUR TRAFFIC VOLUMES
HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH



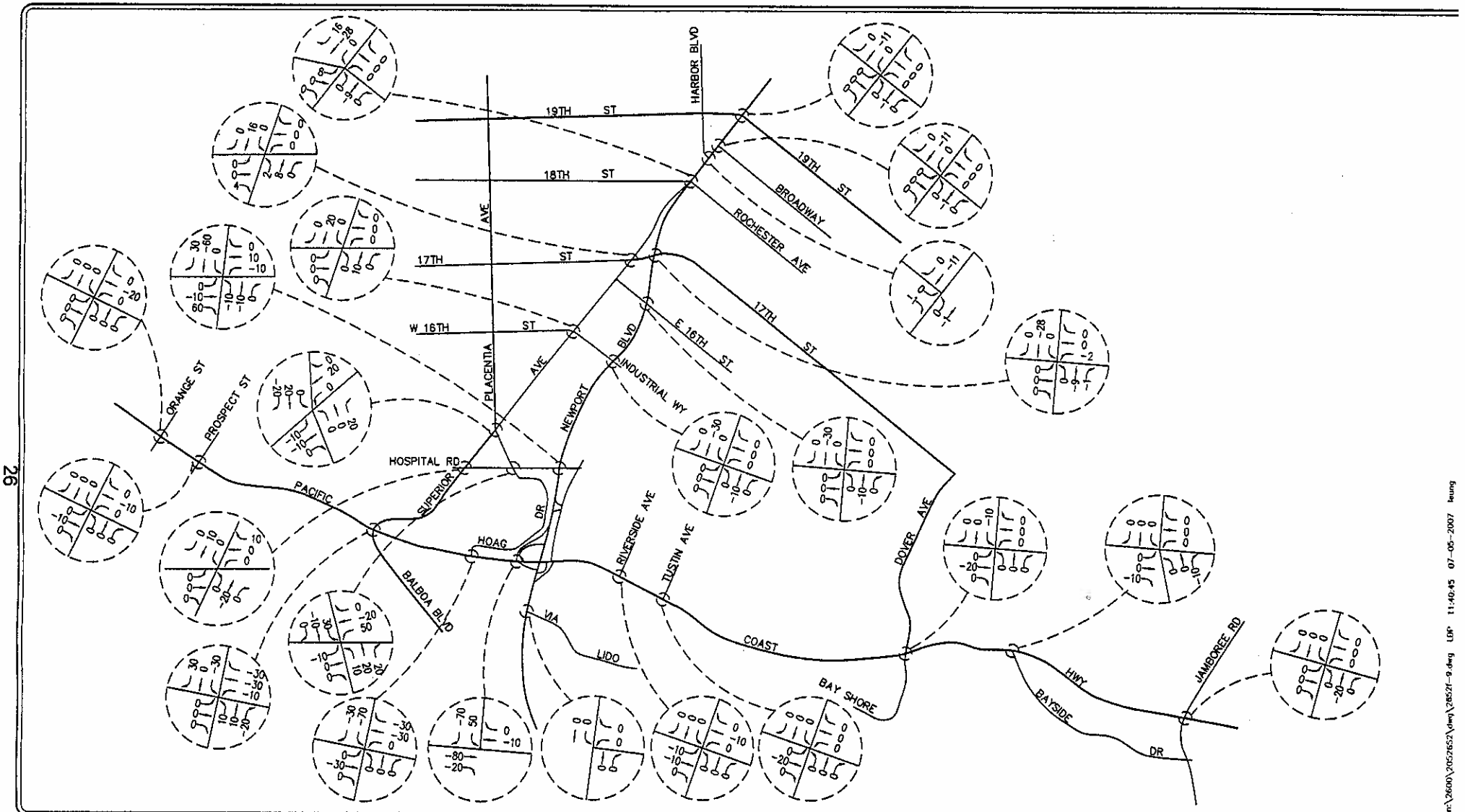
LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

FIGURE 8

PROJECT ALTERNATIVE–GENERATED AM PEAK HOUR TRAFFIC VOLUMES

HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH



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N NO SCALE

FIGURE 9

PROJECT ALTERNATIVE-GENERATED PM PEAK HOUR TRAFFIC VOLUMES
HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

Mesa, a 1% annual growth rate was applied to existing traffic volumes to reflect Year 2015 conditions, per City of Costa Mesa staff direction.

Figures 10 and ***11*** illustrate the Year 2015 without Project AM and PM peak hour traffic volumes, respectively. Comparing the Year 2015 without Project traffic volumes against existing volumes indicates negative growth in some locations. Urban Crossroads, Inc. examined these volumes and deemed them reasonable on the basis of new parallel roadways and/or traffic volume increases competing for available capacity.

5.3 Year 2015 with Project Traffic Forecasts

The estimates of project-generated traffic volumes were added to the Year 2015 without Project volumes to develop traffic projections for the Year 2015 with Project scenario. The resulting traffic volumes at each of the 24 key intersections are illustrated in ***Figures 12*** and ***13*** during the AM and PM peak hours, respectively.

5.4 Year 2015 with Project Alternative Traffic Forecasts

The estimates of project alternative-generated traffic volumes were added to the Year 2015 without Project volumes to develop traffic projections for the Year 2015 with Project Alternative scenario. The resulting traffic volumes at each of the 24 key intersections are illustrated in ***Figures 14*** and ***15*** during the AM and PM peak hours, respectively.

5.5 Year 2025 without Project Traffic Forecasts

For the 15 key intersections in Newport Beach, the Year 2025 (General Plan buildout) without Project forecasts were provided by Urban Crossroads, Inc. based upon using the NBTM. The City of Costa Mesa provided the Year 2025 without Project forecasts for the nine key intersections in Costa Mesa.

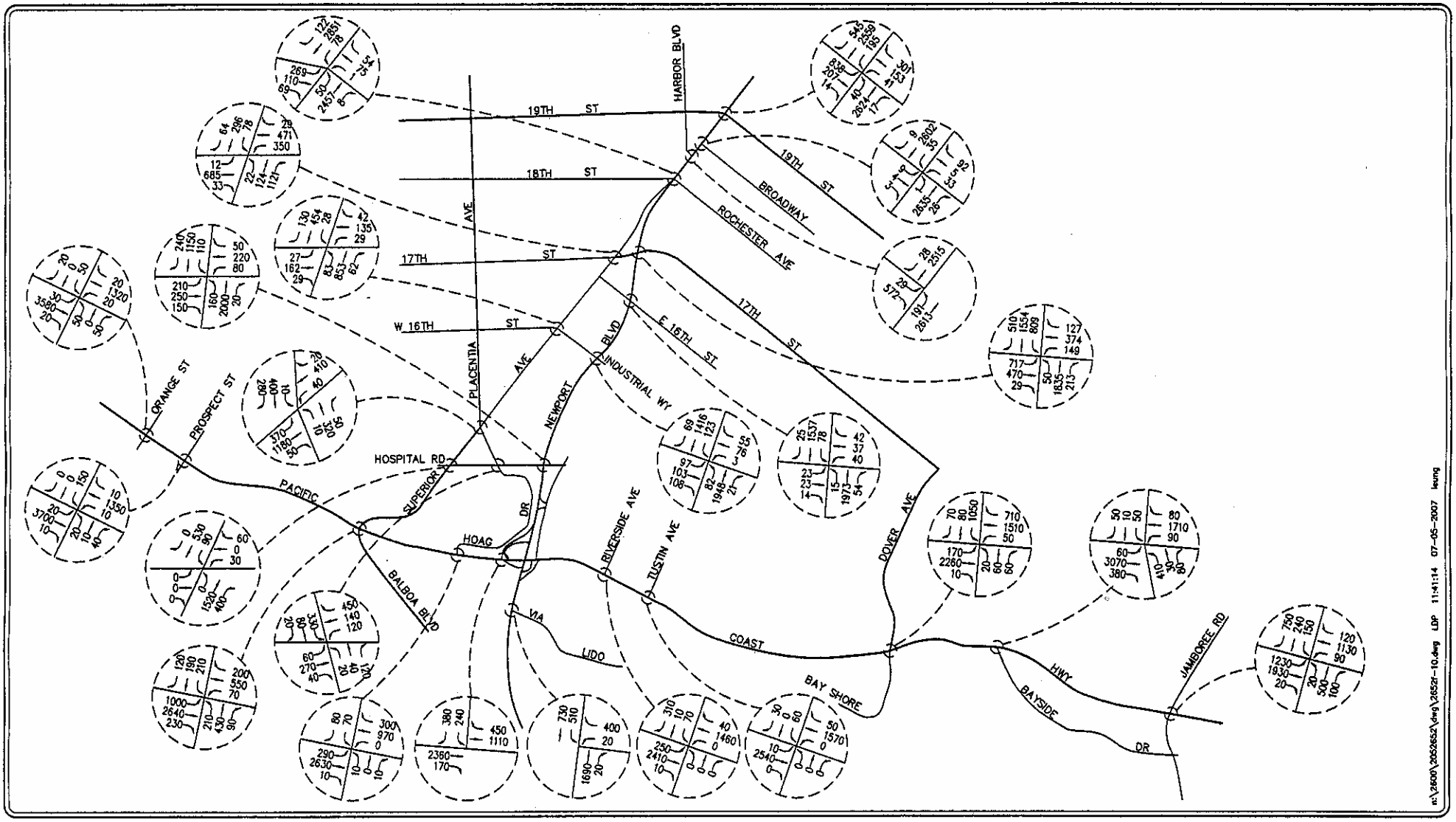
Figures 16 and ***17*** illustrate the Year 2025 without Project AM and PM peak hour traffic volumes, respectively. A comparison of the Year 2025 without Project traffic volumes against existing volumes indicates negative growth in some locations. Urban Crossroads, Inc. examined these volumes also, and considered them reasonable for use in the study.

5.6 Year 2025 with Project Traffic Forecasts

The estimates of project-generated traffic volumes were added to the Year 2025 without Project volumes to develop traffic projections for the Year 2025 with Project scenario. The resulting traffic volumes at each of the 24 key intersections are illustrated in ***Figures 18*** and ***19*** during the AM and PM peak hours, respectively.

5.7 Year 2025 with Project Alternative Traffic Forecasts

The estimates of project alternative-generated traffic volumes were added to the Year 2025 without Project volumes to develop traffic projections for the Year 2025 with Project Alternative scenario. The resulting traffic volumes at each of the 24 key intersections are illustrated in ***Figures 20*** and ***21*** during the AM and PM peak hours, respectively.



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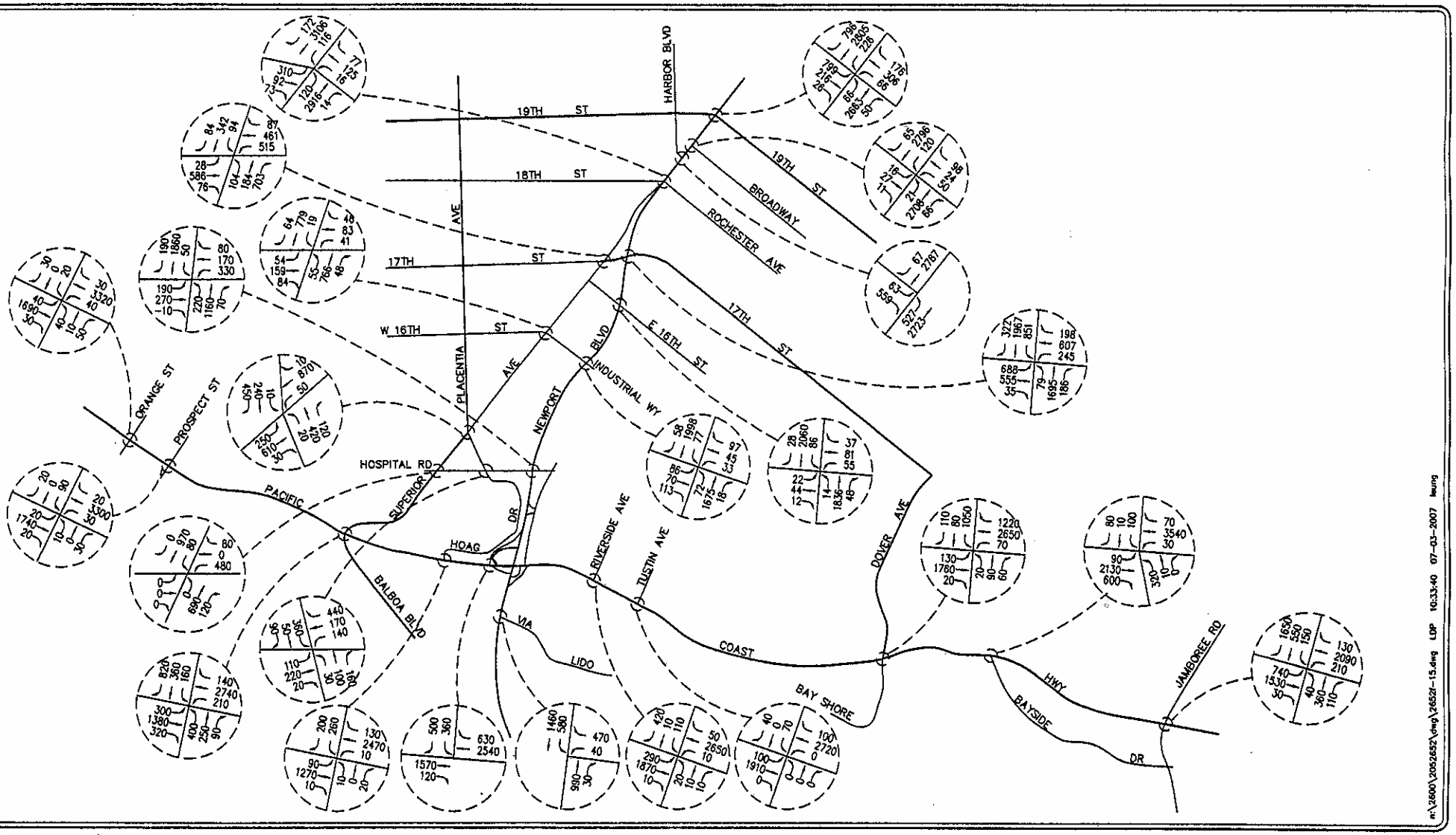
N NO SCALE

FIGURE 10

YEAR 2015 WITHOUT PROJECT AM PEAK HOUR TRAFFIC VOLUMES

HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH



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N NO SCALE

FIGURE 11

YEAR 2015 WITHOUT PROJECT PM PEAK HOUR TRAFFIC VOLUMES

HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

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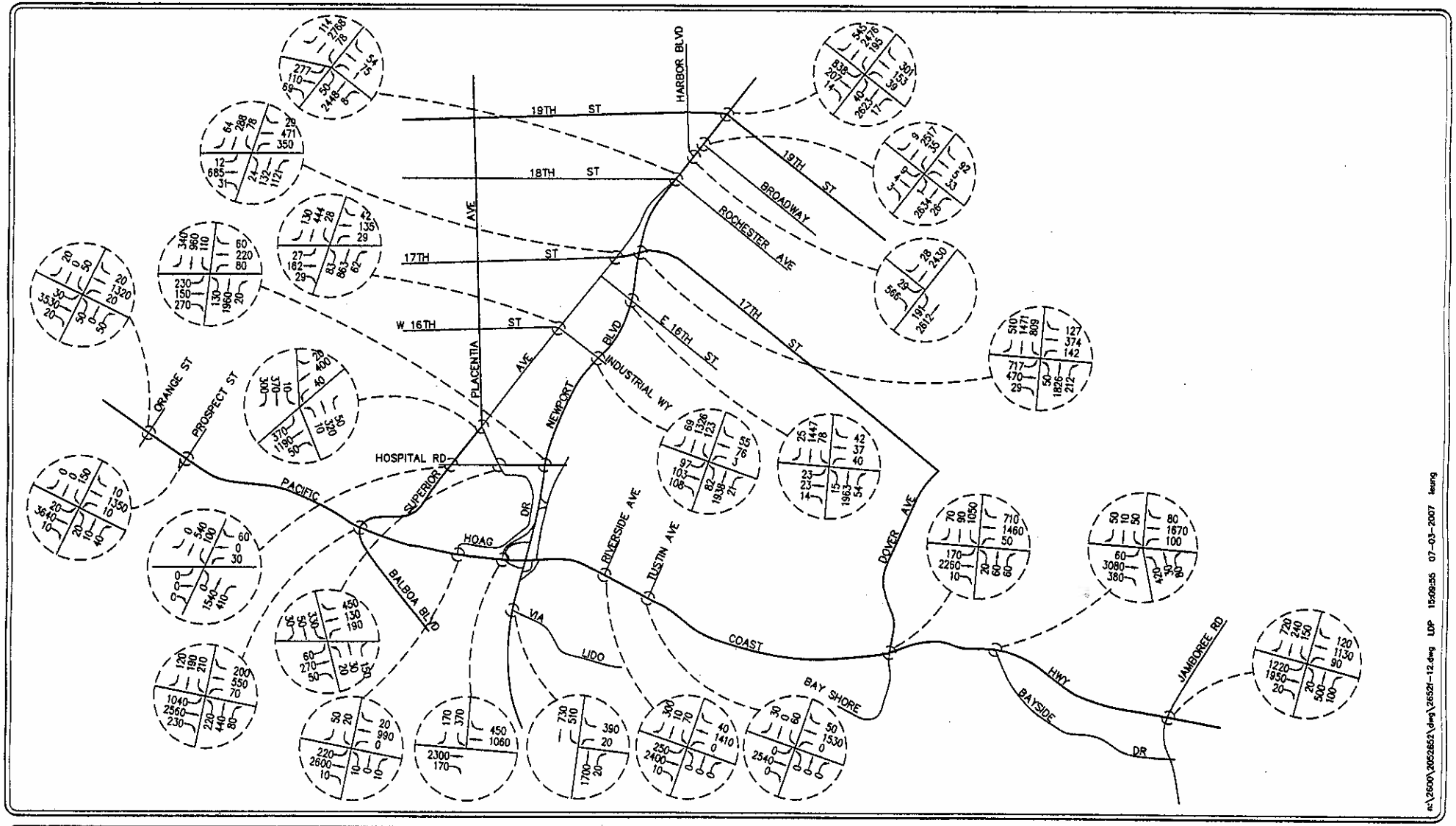

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FIGURE 12

YEAR 2015 WITH PROJECT AM PEAK HOUR TRAFFIC VOLUMES

HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

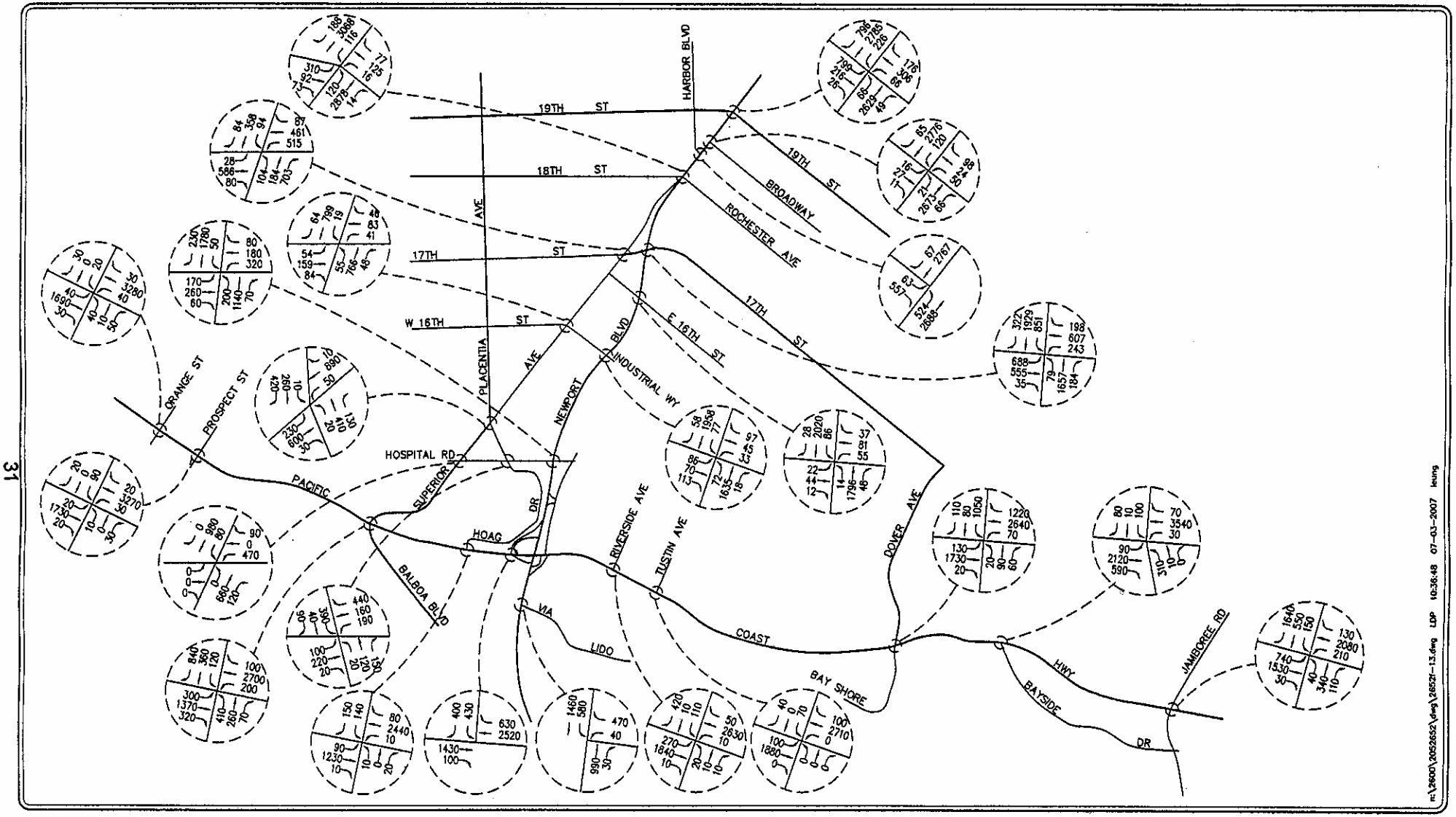

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FIGURE 13

YEAR 2015 WITH PROJECT PM PEAK HOUR TRAFFIC VOLUMES

HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

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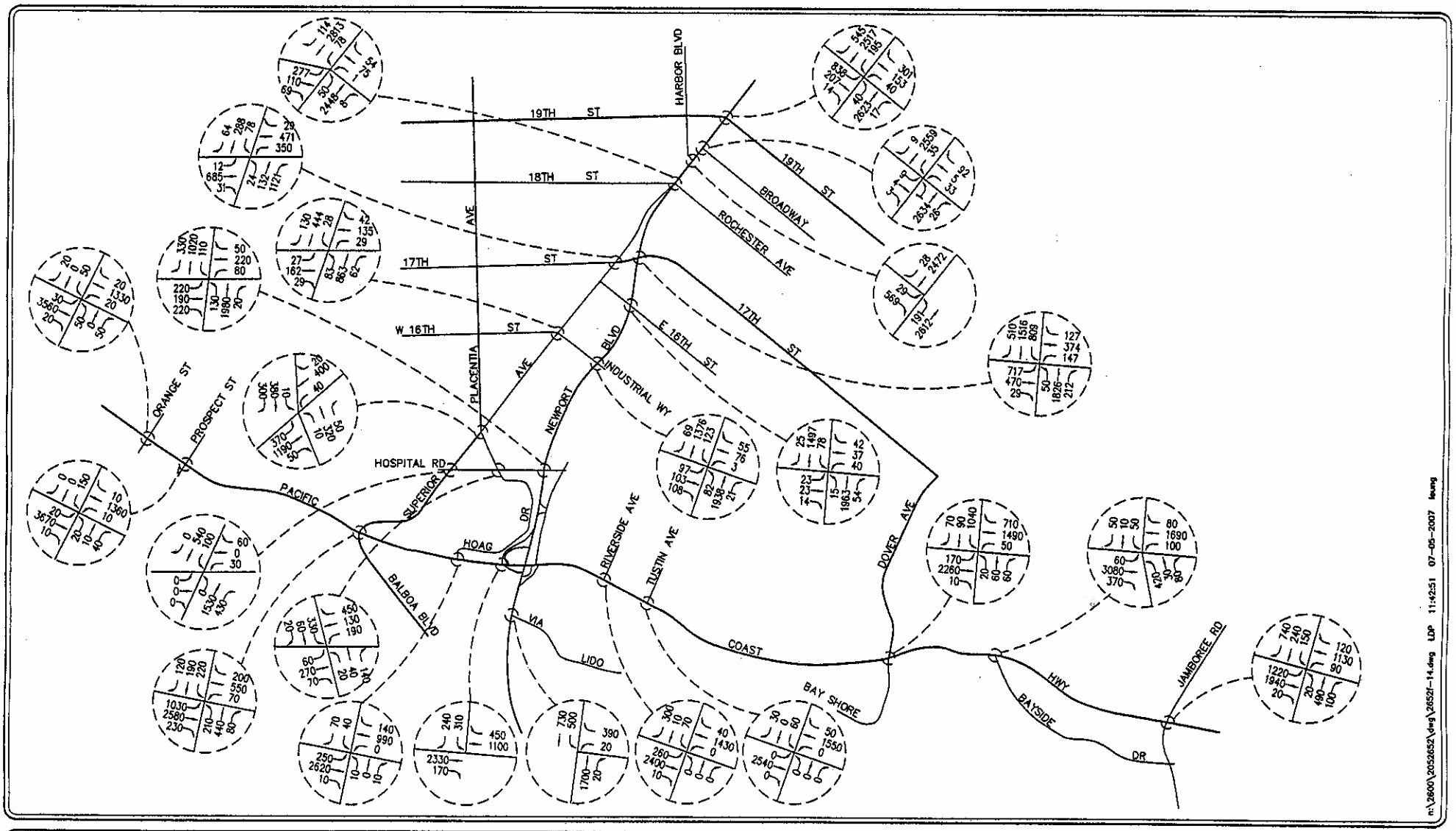

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FIGURE 14

YEAR 2015 WITH PROJECT ALTERNATIVE AM PEAK HOUR TRAFFIC VOLUMES

HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

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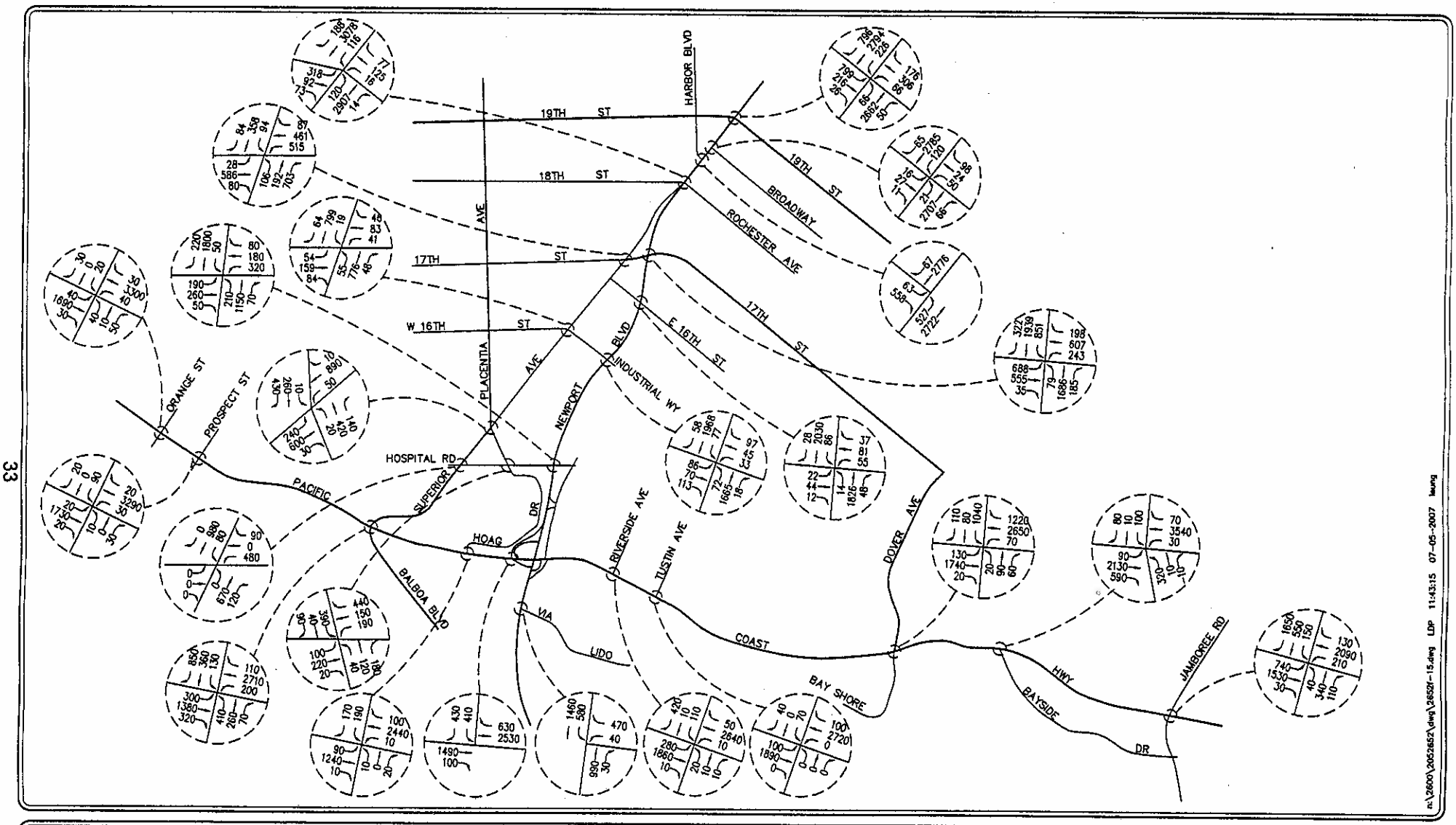

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FIGURE 15

YEAR 2015 WITH PROJECT ALTERNATIVE PM PEAK HOUR TRAFFIC VOLUMES

HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

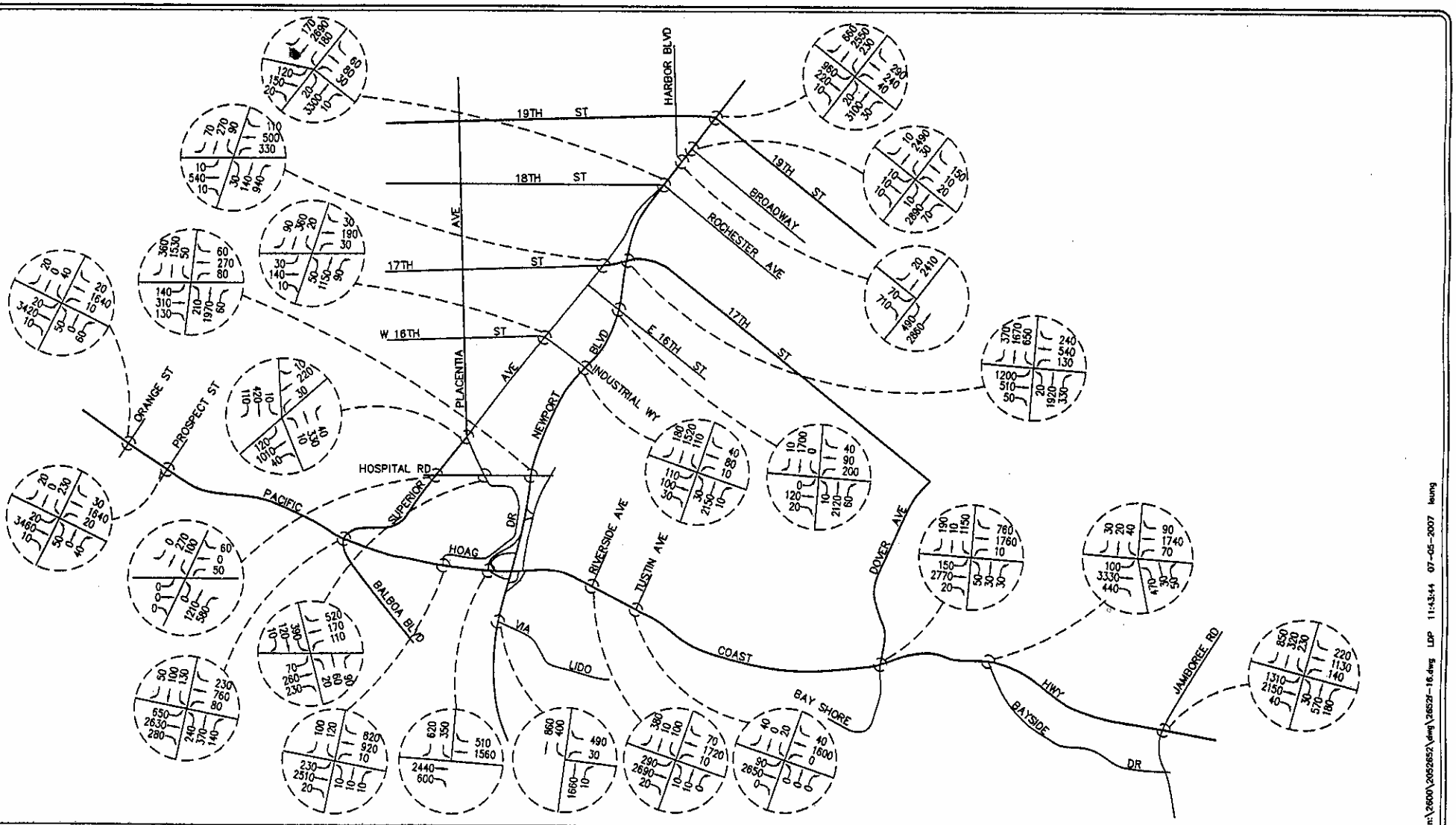

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FIGURE 16

YEAR 2025 WITHOUT PROJECT AM PEAK HOUR TRAFFIC VOLUMES

HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

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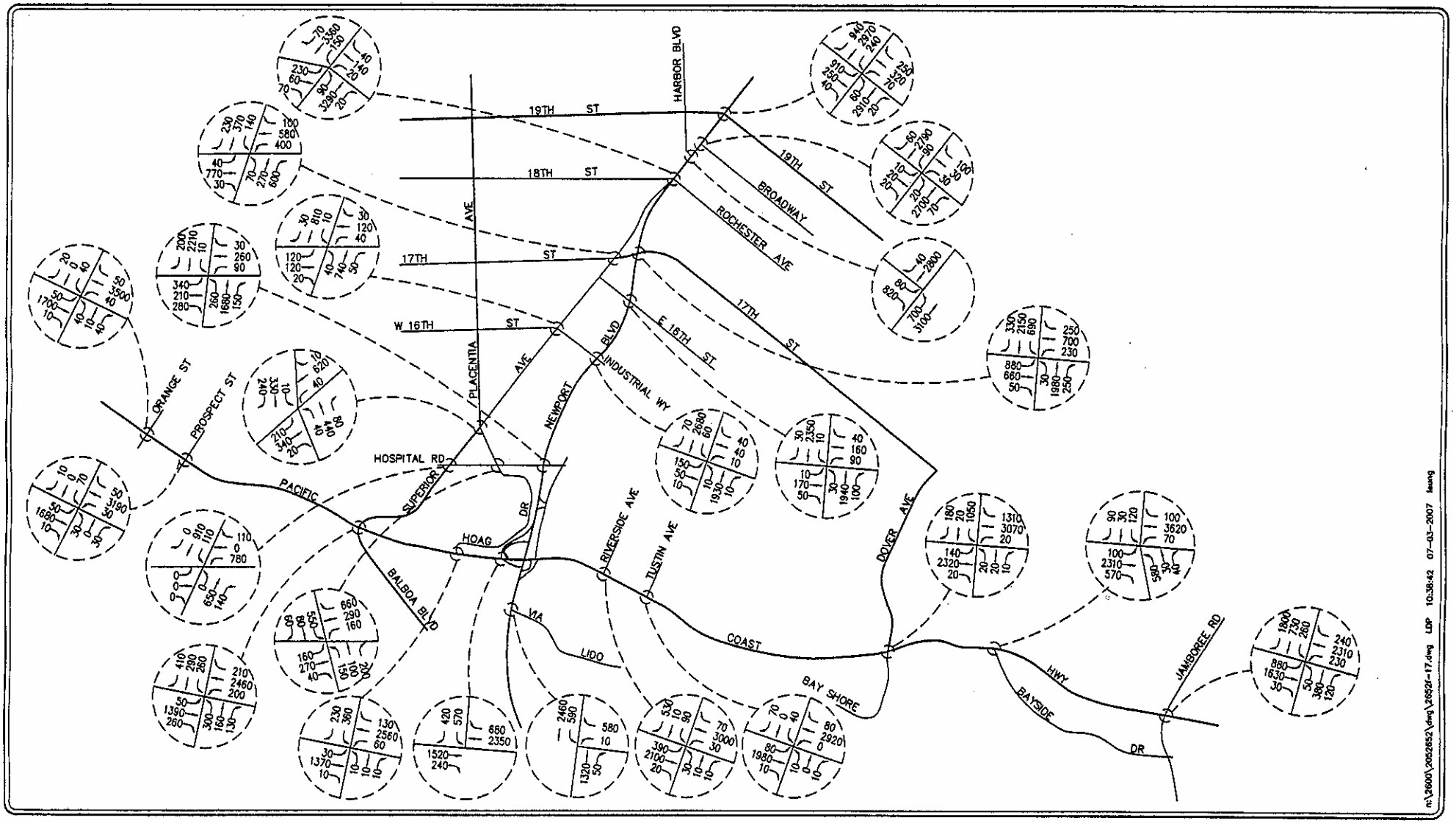

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FIGURE 17

YEAR 2025 WITHOUT PROJECT PM PEAK HOUR TRAFFIC VOLUMES

HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

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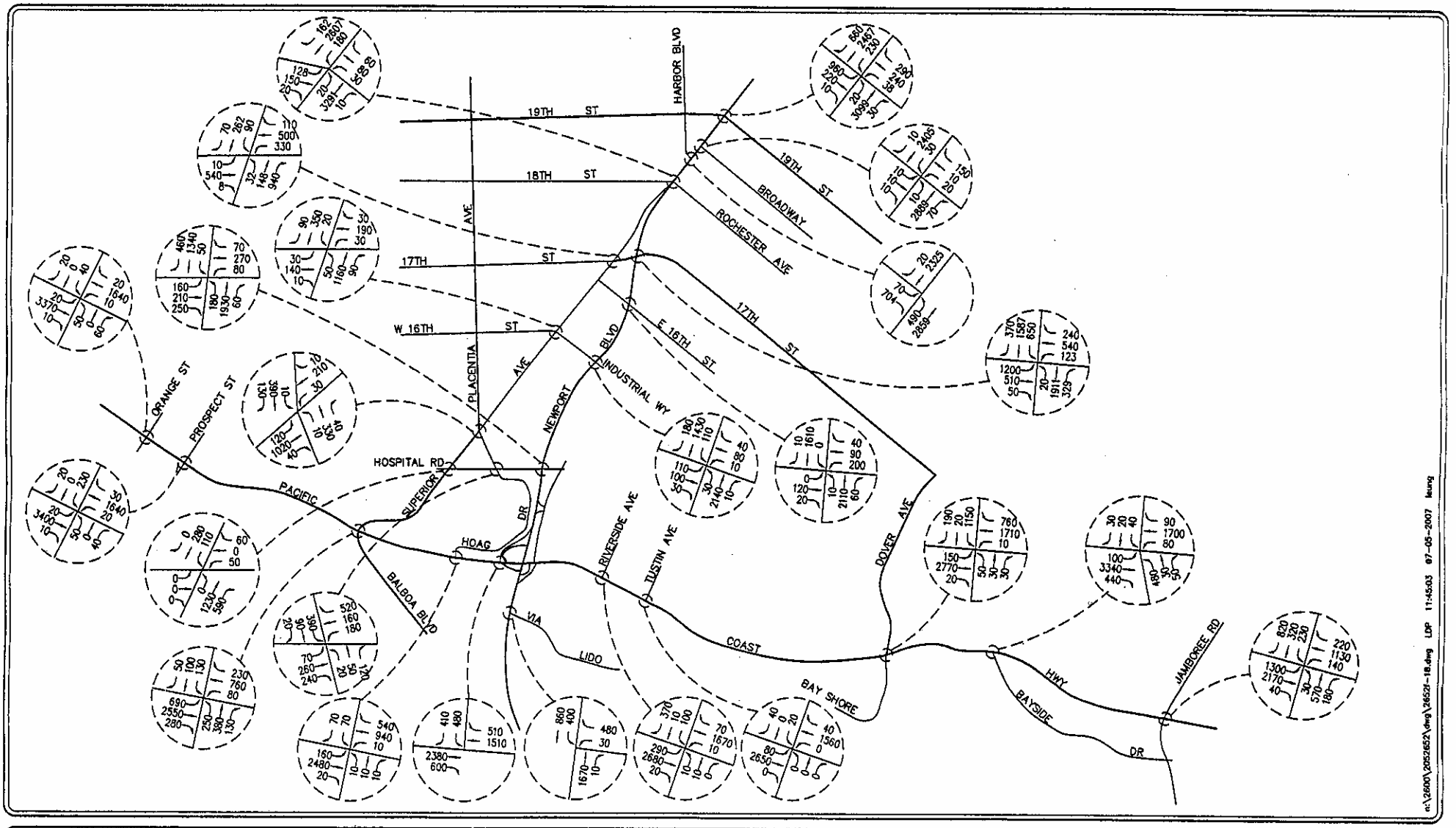

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FIGURE 18

YEAR 2025 WITH PROJECT AM PEAK HOUR TRAFFIC VOLUMES

HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

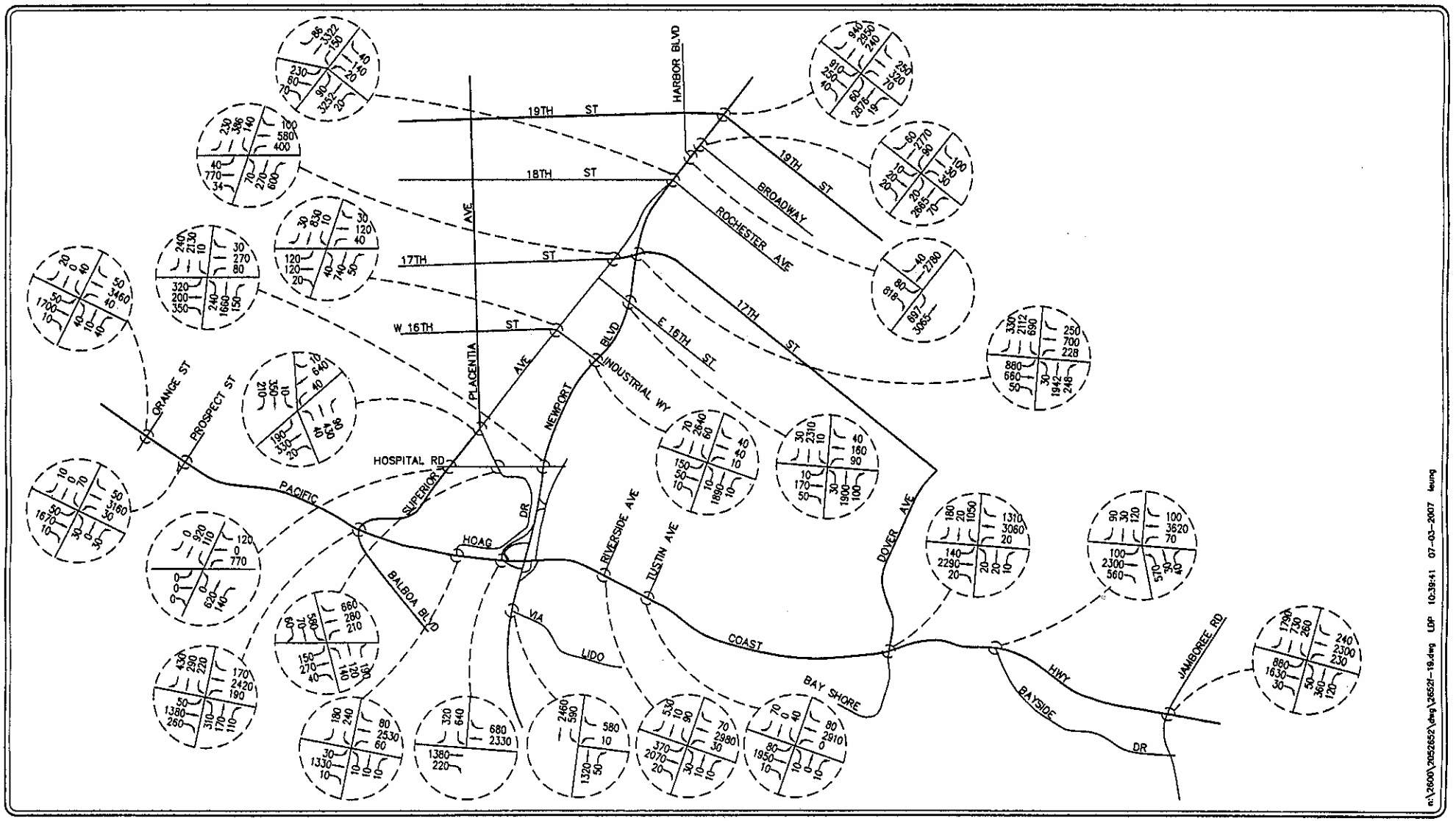

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FIGURE 19

YEAR 2025 WITH PROJECT PM PEAK HOUR TRAFFIC VOLUMES
HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

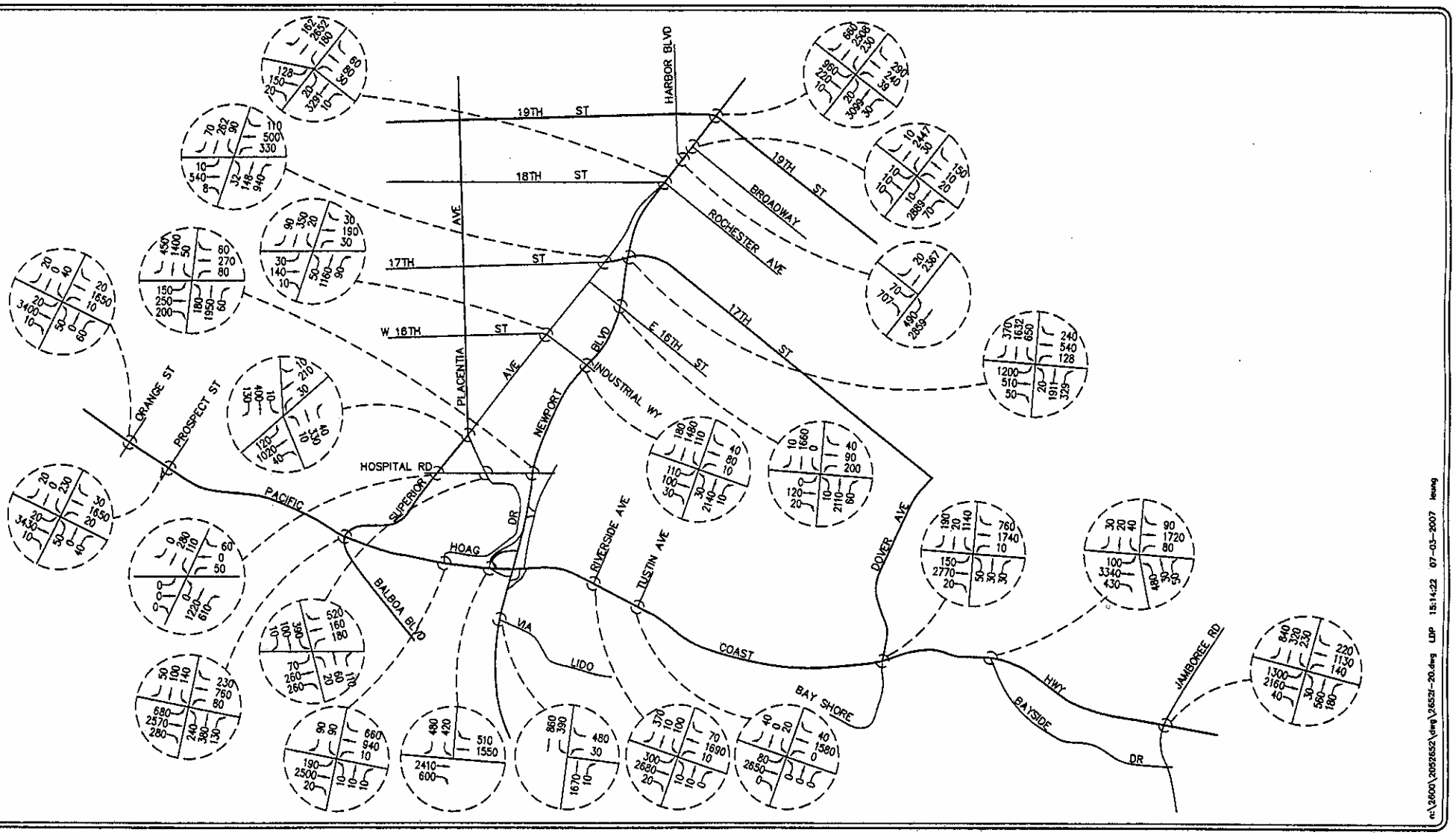

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FIGURE 20

YEAR 2025 WITH PROJECT ALTERNATIVE AM PEAK HOUR TRAFFIC VOLUMES

HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

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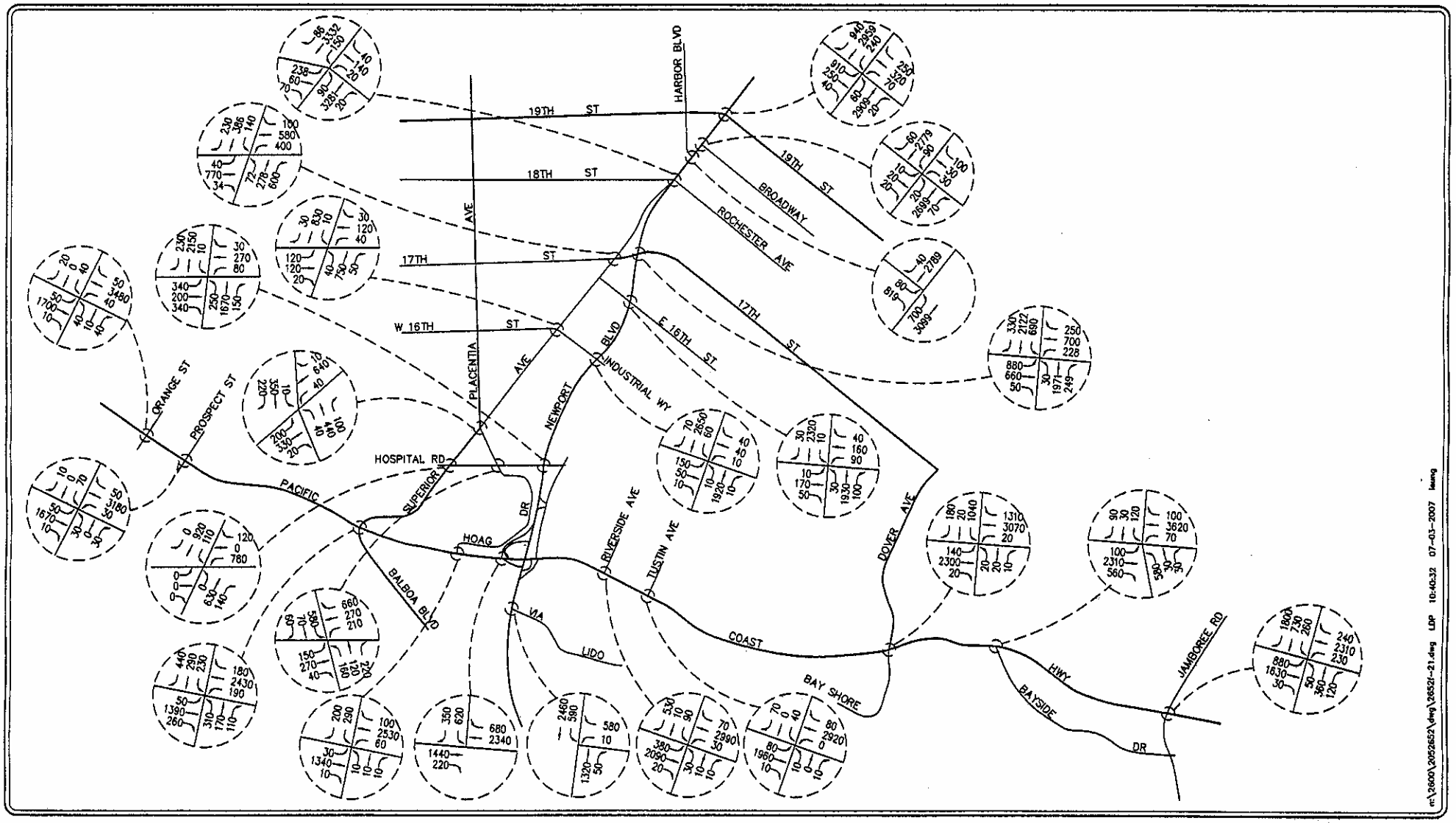

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FIGURE 21

YEAR 2025 WITH PROJECT ALTERNATIVE PM PEAK HOUR TRAFFIC VOLUMES

HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

6.0 TRAFFIC IMPACT ANALYSIS

This section presents a comparison of conditions with and without the project at each analyzed intersection to determine the incremental effect of project trips on Year 2015 and Year 2025 traffic conditions. Detailed calculations for ICU values and the resulting levels of service are included in *Appendix A*.

6.1 Significant Traffic Impact Criteria

In order to provide a quantitative basis for determining the significant traffic impact at a specific location, it was necessary to establish the criteria to be used in the analysis of intersections for this study. Per the City's of Newport Beach and City of Costa Mesa guidelines, the project is considered to have a significant impact if the following criteria are met:

- the ICU value under "with project" conditions is 0.91 or greater (LOS E or F),

  and

- the ICU increase attributable to the project is 0.01 or greater.

A significant traffic impact caused by the project is considered to be mitigated when project-related improvements modify the ICU value to less than or equal to 0.90, or an ICU value to less than or equal to the "without project" ICU.

6.2 Year 2015 without Project Traffic Conditions

The projected Year 2015 without Project peak hour traffic volumes were analyzed to determine the level of service for each of the analyzed intersections.

Table 8 indicates that 18 of the 24 key intersections are projected to operate at LOS D or better during the AM and PM peak hours. The following six intersections (three intersections in Newport Beach, and three intersections in Costa Mesa) operate at a deficient LOS E or LOS F during the peak hour noted:

3. Balboa Boulevard-Superior Avenue/West Coast Highway (PM peak hour)
10. Newport Boulevard/Hospital Road (PM peak hour)
12. Newport Boulevard southbound off-ramp/West Coast Highway (AM peak hour)
19. Superior Avenue/17th Street (AM peak hour)
21. Newport Boulevard/18th Street-Rochester Avenue (PM peak hour)
24. Newport Boulevard/19th Street (both peak hours)

6.3 Year 2015 with Project Traffic Conditions

The Year 2015 with Project peak hour traffic volumes were analyzed to determine the level of service for each of the analyzed intersections. Based upon the application of the significance criteria described previously, *Table 8* indicates that the project is not expected to cause significant traffic impacts at any of the key intersections; therefore, mitigation measures are not necessary.

TABLE 8
YEAR 2015 WITH PROJECT
INTERSECTION PEAK HOUR LEVELS OF SERVICE

Key Intersections	Peak Hour	Year 2015 Without Project		Year 2015 With Project			
		ICU	LOS	ICU	LOS	ICU Increase	Significant Impact
City of Newport Beach Intersections							
1. Orange Street at	AM	0.81	D	0.80	C	-0.01	-
West Coast Highway	PM	0.75	C	0.74	C	-0.01	-
2. Prospect Street at	AM	0.87	D	0.86	D	-0.01	-
West Coast Highway	PM	0.77	C	0.77	C	0.00	-
3. Balboa Blvd.-Superior Ave. at	AM	0.89	D	0.87	D	-0.02	-
West Coast Highway	PM	**0.96**	**E**	**0.96**	**E**	0.00	-
4. Riverside Avenue at	AM	0.81	D	0.80	D	-0.01	-
West Coast Highway	PM	0.82	D	0.81	D	-0.01	-
5. Tustin Avenue at	AM	0.85	D	0.85	D	0.00	-
West Coast Highway	PM	0.70	B	0.70	B	0.00	-
6. Bay Shore Drive-Dover Drive at	AM	0.76	C	0.76	C	0.00	-
West Coast Highway	PM	0.86	D	0.86	D	0.00	-
7. Bayside Drive at	AM	0.84	D	0.85	D	0.01	-
East Coast Highway	PM	0.75	C	0.75	C	0.00	-
8. Jamboree Road at	AM	0.72	C	0.71	C	-0.01	-
East Coast Highway	PM	0.72	C	0.71	C	-0.01	-
9. Newport Boulevard at	AM	0.53	A	0.53	A	0.00	-
Via Lido	PM	0.42	A	0.42	A	0.00	-
10. Newport Boulevard at	AM	0.69	B	0.64	B	-0.05	-
Hospital Road	PM	**0.94**	**E**	**0.91**	**E**	-0.03	-
11. Placentia Avenue at	AM	0.66	B	0.64	B	-0.02	-
Superior Avenue	PM	0.61	B	0.61	B	0.00	-
12. Newport Blvd. SB Off-Ramp at	AM	**0.98**	**E**	0.84	D	-0.14	-
West Coast Highway	PM	0.84	D	0.78	C	-0.06	-
13. Superior Avenue at	AM	0.68	B	0.70	B	0.02	-
Hospital Road	PM	0.48	A	0.48	A	0.00	-
14. Hoag Drive-Placentia Ave. at	AM	0.39	A	0.38	A	-0.01	-
Hospital Road	PM	0.50	A	0.50	A	0.00	-
15. Hoag Drive at	AM	0.58	A	0.56	A	-0.02	-
West Coast Highway	PM	0.56	A	0.51	A	-0.05	-
City of Costa Mesa Intersections							
16. Superior Avenue at	AM	0.45	A	0.45	A	0.00	-
16th Street-Industrial Way	PM	0.45	A	0.46	A	0.01	-
17. Newport Boulevard at	AM	0.61	B	0.61	B	0.00	-
Industrial Way	PM	0.59	A	0.58	A	-0.01	-
18. Newport Boulevard at	AM	0.53	A	0.53	A	0.00	-
16th Street	PM	0.53	A	0.53	A	0.00	-
19. Superior Avenue at	AM	**0.97**	**E**	**0.97**	**E**	0.00	-
17th Street	PM	0.73	C	0.73	C	0.00	-
20. Newport Boulevard at	AM	0.86	D	0.86	D	0.00	-
17th Street	PM	0.89	D	0.88	D	-0.01	-
21. Newport Boulevard at	AM	0.79	C	0.78	C	-0.01	-
18th Street-Rochester Street	PM	**0.95**	**E**	**0.94**	**E**	-0.01	-
22. Newport Boulevard at	AM	0.71	C	0.69	B	-0.02	-
Harbor Boulevard	PM	0.80	C	0.79	C	-0.01	-
23. Newport Boulevard at	AM	0.65	B	0.65	B	0.00	-
Broadway Boulvard	PM	0.76	C	0.75	C	-0.01	-
24. Newport Boulevard at	AM	**0.90**	**E**	**0.90**	**E**	0.00	-
19th Street	PM	**0.93**	**E**	**0.92**	**E**	-0.01	-

Note:

Bold LOS values indicate adverse service levels based on City of Newport Beach and Costa Mesa standards

6.4 Year 2015 with Project Alternative Traffic Conditions

The Year 2015 with Project Alternative peak hour traffic volumes were analyzed to determine the level of service for each of the analyzed intersections. Based upon the application of the significance criteria described previously, ***Table 9*** indicates that the project alternative is not expected to cause significant traffic impacts at any of the key intersections; therefore, mitigation measures are not necessary.

6.5 Year 2025 without Project Traffic Conditions

The projected Year 2025 without Project peak hour traffic volumes were analyzed to determine the level of service for each of the analyzed intersections.

Table 10 indicates that 18 of the 24 key intersections are projected to operate at LOS D or better during the AM and PM peak hours. The following six intersections (three intersections in Newport Beach and three intersections in Costa Mesa) operate at a deficient LOS E or LOS F during the peak hour noted:

4. Riverside Avenue/West Coast Highway (both peak hours)
6. Bayshore Drive- Dover Drive/West Coast Highway (PM peak hour)
12. Newport Boulevard southbound off-ramp/West Coast Highway (AM peak hour)
20. Newport Boulevard/17th Street (both peak hours)
21. Newport Boulevard/18th Street-Rochester Avenue (both peak hours)
24. Newport Boulevard/19th Street (both peak hours)

6.6 Year 2025 with Project Traffic Conditions

The Year 2025 with Project peak hour traffic volumes were analyzed to determine the level of service for each of the analyzed intersections. Based upon the application of the significance criteria described previously, *Table 10* indicates that the project is not expected to cause significant traffic impacts at any of the key intersections; therefore, mitigation measures are not necessary.

6.7 Year 2025 with Project Alternative Traffic Conditions

The Year 2025 with Project Alternative peak hour traffic volumes were analyzed to determine the level of service for each of the analyzed intersections. Based upon the application of the significance criteria described previously, ***Table 11*** indicates that the project alternative is not expected to cause significant traffic impacts at any of the key intersections; therefore, mitigation measures are not necessary.

TABLE 9
YEAR 2015 WITH PROJECT ALTERNATIVE
INTERSECTION PEAK HOUR LEVELS OF SERVICE

Key Intersections	Peak Hour	Year 2015 W/out Project Alt		Year 2015 With Project Alternative			
		ICU	LOS	ICU	LOS	ICU Increase	Significant Impact
City of Newport Beach Intersections							
1. Orange Street at	AM	0.81	D	0.80	D	-0.01	-
West Coast Highway	PM	0.75	C	0.74	C	-0.01	-
2. Prospect Street at	AM	0.87	D	0.87	D	0.00	-
West Coast Highway	PM	0.77	C	0.77	C	0.00	-
3. Balboa Blvd.-Superior Ave. at	AM	0.89	D	0.88	D	-0.01	-
West Coast Highway	PM	**0.96**	**E**	**0.96**	**E**	0.00	-
4. Riverside Avenue at	AM	0.81	D	0.80	D	-0.01	-
West Coast Highway	PM	0.82	D	0.81	D	-0.01	-
5. Tustin Avenue at	AM	0.85	D	0.85	D	0.00	-
West Coast Highway	PM	0.70	B	0.70	B	0.00	-
6. Bay Shore Drive-Dover Drive at	AM	0.76	C	0.76	C	0.00	-
West Coast Highway	PM	0.86	D	0.86	D	0.00	-
7. Bayside Drive at	AM	0.84	D	0.85	D	0.01	-
East Coast Highway	PM	0.75	C	0.75	C	0.00	-
8. Jamboree Road at	AM	0.72	C	0.71	C	-0.01	-
East Coast Highway	PM	0.72	C	0.72	C	0.00	-
9. Newport Boulevard at	AM	0.53	A	0.53	A	0.00	-
Via Lido	PM	0.42	A	0.42	A	0.00	-
10. Newport Boulevard at	AM	0.69	B	0.65	B	-0.04	-
Hospital Road	PM	**0.94**	**E**	**0.92**	**E**	-0.02	-
11. Placentia Avenue at	AM	0.66	B	0.65	B	-0.01	-
Superior Avenue	PM	0.61	B	0.62	B	0.01	-
12. Newport Blvd. SB Off-Ramp at	AM	**0.98**	**E**	0.88	D	-0.10	-
West Coast Highway	PM	0.84	D	0.80	C	-0.04	-
13. Superior Avenue at	AM	0.68	B	0.70	C	0.02	-
Hospital Road	PM	0.48	A	0.48	A	0.00	-
14. Hoag Drive-Placentia Ave. at	AM	0.39	A	0.39	A	0.00	-
Hospital Road	PM	0.50	A	0.51	A	0.01	-
15. Hoag Drive at	AM	0.58	A	0.57	A	-0.01	-
West Coast Highway	PM	0.56	A	0.53	A	-0.03	-
City of Costa Mesa Intersections							
16. Superior Avenue at	AM	0.45	A	0.45	A	0.00	-
16th Street-Industrial Way	PM	0.45	A	0.46	A	0.01	-
17. Newport Boulevard at	AM	0.61	B	0.61	B	0.00	-
Industrial Way	PM	0.59	A	0.59	A	0.00	-
18. Newport Boulevard at	AM	0.53	A	0.53	A	0.00	-
16th Street	PM	0.53	A	0.53	A	0.00	-
19. Superior Avenue at	AM	**0.97**	**E**	**0.97**	**E**	0.00	-
17th Street	PM	0.73	C	0.73	C	0.00	-
20. Newport Boulevard at	AM	0.86	D	0.86	D	0.00	-
17th Street	PM	0.89	D	0.89	D	0.00	-
21. Newport Boulevard at	AM	0.79	C	0.78	C	-0.01	-
18th Street-Rochester Street	PM	**0.95**	**E**	**0.94**	**E**	-0.01	-
22. Newport Boulevard at	AM	0.71	C	0.70	B	-0.01	-
Harbor Boulevard	PM	0.80	C	0.80	C	0.00	-
23. Newport Boulevard at	AM	0.65	B	0.65	B	0.00	-
Broadway Boulvard	PM	0.76	C	0.76	C	0.00	-
24. Newport Boulevard at	AM	**0.90**	**E**	**0.90**	**E**	0.00	-
19th Street	PM	**0.93**	**E**	**0.93**	**E**	0.00	-

Note:

Bold LOS values indicate adverse service levels based on City of Newport Beach and Costa Mesa standards

TABLE 10
YEAR 2025 WITH PROJECT
INTERSECTION PEAK HOUR LEVELS OF SERVICE

Key Intersections	Peak Hour	Year 2025 Without Project		Year 2025 With Project			
		ICU	LOS	ICU	LOS	ICU Increase	Significant Impact
City of Newport Beach Intersections							
1. Orange Street at	AM	0.76	C	0.75	C	-0.01	-
West Coast Highway	PM	0.80	C	0.79	C	-0.01	-
2. Prospect Street at	AM	0.89	D	0.88	D	-0.01	-
West Coast Highway	PM	0.76	C	0.75	C	-0.01	-
3. Balboa Blvd.-Superior Ave. at	AM	0.84	D	0.82	D	-0.02	-
West Coast Highway	PM	0.78	C	0.75	C	-0.03	-
4. Riverside Avenue at	AM	**0.92**	**E**	**0.92**	**E**	0.00	-
West Coast Highway	PM	**0.96**	**E**	**0.95**	**E**	-0.01	-
5. Tustin Avenue at	AM	0.87	D	0.87	D	0.00	-
West Coast Highway	PM	0.73	C	0.73	C	0.00	-
6. Bay Shore Drive-Dover Drive at	AM	0.86	D	0.86	D	0.00	-
West Coast Highway	PM	**0.92**	**E**	**0.91**	**E**	-0.01	-
7. Bayside Drive at	AM	0.88	D	0.89	D	0.01	-
East Coast Highway	PM	0.85	D	0.85	D	0.00	-
8. Jamboree Road at	AM	0.83	D	0.83	D	0.00	-
East Coast Highway	PM	0.86	D	0.86	D	0.00	-
9. Newport Boulevard at	AM	0.50	A	0.50	A	0.00	-
Via Lido	PM	0.52	A	0.52	A	0.00	-
10. Newport Boulevard at	AM	0.77	C	0.67	B	-0.10	-
Hospital Road	PM	0.86	D	0.84	D	-0.02	-
11. Placentia Avenue at	AM	0.61	B	0.59	A	-0.02	-
Superior Avenue	PM	0.53	A	0.54	A	0.01	-
12. Newport Blvd. SB Off-Ramp at	AM	**1.15**	**F**	**1.00**	**F**	-0.15	-
West Coast Highway	PM	0.75	C	0.69	B	-0.06	-
13. Superior Avenue at	AM	0.66	B	0.67	B	0.01	-
Hospital Road	PM	0.59	A	0.59	A	0.00	-
14. Hoag Drive-Placentia Ave. at	AM	0.47	A	0.47	A	0.00	-
Hospital Road	PM	0.77	C	0.77	C	0.00	-
15. Hoag Drive at	AM	0.58	A	0.56	A	-0.02	-
West Coast Highway	PM	0.58	A	0.53	A	-0.05	-
City of Costa Mesa Intersections							
16. Superior Avenue at	AM	0.58	A	0.58	A	0.00	-
16th Street-Industrial Way	PM	0.48	A	0.49	A	0.01	-
17. Newport Boulevard at	AM	0.66	B	0.65	B	-0.01	-
Industrial Way	PM	0.71	C	0.70	C	-0.01	-
18. Newport Boulevard at	AM	0.67	B	0.67	B	0.00	-
16th Street	PM	0.70	C	0.69	B	-0.01	-
19. Superior Avenue at	AM	0.82	D	0.82	D	0.00	-
17th Street	PM	0.76	C	0.76	C	0.00	-
20. Newport Boulevard at	AM	**0.97**	**E**	**0.96**	**E**	-0.01	-
17th Street	PM	**0.96**	**E**	**0.95**	**E**	-0.01	-
21. Newport Boulevard at	AM	**0.99**	**E**	**0.98**	**E**	-0.01	-
18th Street-Rochester Street	PM	**0.97**	**E**	**0.96**	**E**	-0.01	-
22. Newport Boulevard at	AM	0.73	C	0.71	C	-0.02	-
Harbor Boulevard	PM	0.86	D	0.86	D	0.00	-
23. Newport Boulevard at	AM	0.75	C	0.75	C	0.00	-
Broadway Boulvard	PM	0.73	C	0.73	C	0.00	-
24. Newport Boulevard at	AM	**1.06**	**F**	**1.06**	**F**	0.00	-
19th Street	PM	**1.03**	**F**	**1.02**	**F**	-0.01	-

Note:

Bold LOS values indicate adverse service levels based on City of Newport Beach and Costa Mesa standards

TABLE 11
YEAR 2025 WITH PROJECT ALTERNATIVE
INTERSECTION PEAK HOUR LEVELS OF SERVICE

Key Intersections	Peak Hour	Year 2025 W/out Project Alt		Year 2025 With Project Alternative			
		ICU	LOS	ICU	LOS	ICU Increase	Significant Impact
City of Newport Beach Intersections							
1. Orange Street at	AM	0.76	C	0.75	C	-0.01	-
West Coast Highway	PM	0.80	C	0.79	C	-0.01	-
2. Prospect Street at	AM	0.89	D	0.89	D	0.00	-
West Coast Highway	PM	0.76	C	0.75	C	-0.01	-
3. Balboa Blvd.-Superior Ave. at	AM	0.84	D	0.83	D	-0.01	-
West Coast Highway	PM	0.78	C	0.76	C	-0.02	-
4. Riverside Avenue at	AM	**0.92**	**E**	**0.92**	**E**	0.00	-
West Coast Highway	PM	**0.96**	**E**	**0.95**	**E**	-0.01	-
5. Tustin Avenue at	AM	0.87	D	0.87	D	0.00	-
West Coast Highway	PM	0.73	C	0.73	C	0.00	-
6. Bay Shore Drive-Dover Drive at	AM	0.86	D	0.86	D	0.00	-
West Coast Highway	PM	**0.92**	**E**	**0.91**	**E**	-0.01	-
7. Bayside Drive at	AM	0.88	D	0.89	D	0.01	-
East Coast Highway	PM	0.85	D	0.85	D	0.00	-
8. Jamboree Road at	AM	0.83	D	0.82	D	-0.01	-
East Coast Highway	PM	0.86	D	0.86	D	0.00	-
9. Newport Boulevard at	AM	0.50	A	0.50	A	0.00	-
Via Lido	PM	0.52	A	0.52	A	0.00	-
10. Newport Boulevard at	AM	0.77	C	0.70	C	-0.07	-
Hospital Road	PM	0.86	D	0.85	D	-0.01	-
11. Placentia Avenue at	AM	0.61	B	0.60	A	-0.01	-
Superior Avenue	PM	0.53	A	0.55	A	0.02	-
12. Newport Blvd. SB Off-Ramp at	AM	**1.15**	**F**	**1.05**	**F**	-0.10	-
West Coast Highway	PM	0.75	C	0.71	C	-0.04	-
13. Superior Avenue at	AM	0.66	B	0.68	B	0.02	-
Hospital Road	PM	0.59	A	0.59	A	0.00	-
14. Hoag Drive-Placentia Ave. at	AM	0.47	A	0.48	A	0.01	-
Hospital Road	PM	0.77	C	0.78	C	0.01	-
15. Hoag Drive at	AM	0.58	A	0.57	A	-0.01	-
West Coast Highway	PM	0.58	A	0.55	A	-0.03	-
City of Costa Mesa Intersections							
16. Superior Avenue at	AM	0.58	A	0.58	A	0.00	-
16th Street-Industrial Way	PM	0.48	A	0.49	A	0.01	-
17. Newport Boulevard at	AM	0.66	B	0.65	B	-0.01	-
Industrial Way	PM	0.71	C	0.70	C	-0.01	-
18. Newport Boulevard at	AM	0.67	B	0.67	B	0.00	-
16th Street	PM	0.70	C	0.70	B	0.00	-
19. Superior Avenue at	AM	0.82	D	0.82	D	0.00	-
17th Street	PM	0.76	C	0.76	C	0.00	-
20. Newport Boulevard at	AM	**0.97**	**E**	**0.96**	**E**	-0.01	-
17th Street	PM	**0.96**	**E**	**0.96**	**E**	0.00	-
21. Newport Boulevard at	AM	**0.99**	**E**	**0.98**	**E**	-0.01	-
18th Street-Rochester Street	PM	**0.97**	**E**	**0.97**	**E**	0.00	-
22. Newport Boulevard at	AM	0.73	C	0.72	C	-0.01	-
Harbor Boulevard	PM	0.86	D	0.86	D	0.00	-
23. Newport Boulevard at	AM	0.75	C	0.75	C	0.00	-
Broadway Boulvard	PM	0.73	C	0.73	C	0.00	-
24. Newport Boulevard at	AM	**1.06**	**F**	**1.06**	**F**	0.00	-
19th Street	PM	**1.03**	**F**	**1.03**	**F**	0.00	-

Note:

Bold LOS values indicate adverse service levels based on City of Newport Beach and Costa Mesa standards

7.0 CONCLUSIONS

- **Project Description:** The proposed project would allow for the reallocation of 225,000 SF of medical uses that are currently approved for the Lower Campus to be transferred to the Upper Campus. The proposed project would allow for up to 1,343,238 SF of uses at Hoag Hospital, corresponding to the square footage currently permitted at Hoag as part of the existing Master Plan. As part of the proposed project, the applicant is not requesting the approval of any project-specific land uses but only the reallocation of square footage.

- **Project Alternative Description:** The "project alternative" would allow less square footage (150,000 SF rather than 225,000 SF) of medical use to be transferred from the Lower Campus to the Upper Campus.

- **Study Scope:** A total of 15 key intersections were selected by the City of Newport Beach, and a total of nine intersections were selected by the City of Costa Mesa. The traffic scenarios that were evaluated include: existing conditions, Year 2015 without Project, Year 2015 with Project, Year 2025 without Project, and Year 2025 with Project, conditions.

- **Existing Traffic Conditions:** A total of 23 out of the 24 key intersections currently operate at satisfactory levels of service (i.e., LOS D or better) during the AM and PM peak hours. The following Costa Mesa intersection operates at a deficient LOS E during the AM peak hour:

    19. Superior Avenue/17th Street

- **Project Trip Generation:** For the Upper Campus, the project is expected to generate 3,342 daily trips on a typical weekday, of which 253 trips would occur during the AM peak hour, and 247 trips would occur during the PM peak hour. The project would result in a reduction in traffic generation for the Lower Campus, corresponding to 7,693 fewer daily trips, 720 fewer AM peak hour trips, and 724 fewer PM peak hour trips compared to future conditions without the project. For the entire Hoag medical campus, the project is expected to result in an overall net reduction of trips, comprised of 4,351 fewer daily trips, 467 fewer AM peak hour trips, and 477 fewer PM peak hour trips, when compared against conditions without the project.

- **Project Alternative Trip Generation:** The project alternative is expected to generate the same trips in the Upper Campus as the project, primarily because the inpatient trip generation is a function of the number of inpatient beds (which is the same under both scenarios), not square footage. The project alternative would result in a reduction in traffic generation for the Lower Campus, corresponding to 5,129 fewer daily trips, 480 fewer AM peak hour trips, and 482 fewer PM peak hour trips compared to future conditions without the project. These trip reductions related to the project alternative are less than those of the project. For the entire Hoag medical campus, the project alternative is expected to result in an overall net reduction of trips, comprised of 1,787 fewer daily trips, 227 fewer AM peak hour trips, and

235 fewer PM peak hour trips, when compared against conditions without the project. These overall net reductions related to the project alternative are less than those of the project.

- **Year 2015 without Project Traffic Conditions:** The projected Year 2015 without Project peak hour traffic volumes were analyzed to determine the level of service for each of the analyzed intersections. A total of 18 out of the 24 key intersections are projected to operate at LOS D or better during the AM and PM peak hours. The following six intersections (three intersections in Newport Beach, and three intersections in Costa Mesa) operate at a deficient LOS E or LOS F during the peak hour noted:

    3. Balboa Boulevard-Superior Avenue/West Coast Highway (PM peak hour)
    10. Newport Boulevard/Hospital Road (PM peak hour)
    12. Newport Boulevard southbound off-ramp/West Coast Highway (AM peak hour)
    19. Superior Avenue/17th Street (AM peak hour)
    21. Newport Boulevard/18th Street-Rochester Avenue (PM peak hour)
    24. Newport Boulevard/19th Street (both peak hours)

- **Year 2015 with Project Traffic Conditions:** The Year 2015 with Project peak hour traffic volumes were analyzed to determine the level of service for each of the analyzed intersections. Based upon the application of the significance criteria described previously, the project is not expected to cause significant traffic impacts at any of the key intersections; therefore, mitigation measures are not necessary.

- **Year 2015 with Project Alternative Traffic Conditions:** The Year 2015 with Project Alternative peak hour traffic volumes were analyzed to determine the level of service for each of the analyzed intersections. Based upon the application of the significance criteria described previously, the project alternative is not expected to cause significant traffic impacts at any of the key intersections; therefore, mitigation measures are not necessary.

- **Year 2025 without Project Traffic Conditions:** The projected Year 2025 without Project peak hour traffic volumes were analyzed to determine the level of service for each of the analyzed intersections. A total of 18 out of the 24 key intersections are projected to operate at LOS D or better during the AM and PM peak hours. The following six intersections (three intersections in Newport Beach and three intersections in Costa Mesa) operate at a deficient LOS E or LOS F during the peak hour noted:

    4. Riverside Avenue/West Coast Highway (both peak hours)
    6. Bayshore Drive- Dover Drive/West Coast Highway (PM peak hour)
    12. Newport Boulevard southbound off-ramp/West Coast Highway (AM peak hour)
    20. Newport Boulevard/17th Street (both peak hours)
    21. Newport Boulevard/18th Street-Rochester Avenue (both peak hours)
    24. Newport Boulevard/19th Street (both peak hours)

- **Year 2025 with Project Traffic Conditions:** The Year 2025 with Project peak hour traffic volumes were analyzed to determine the level of service for each of the analyzed intersections. Based upon the application of the significance criteria described previously, the project is not expected to cause significant traffic impacts at any of the key intersections; therefore, mitigation measures are not necessary.

- **Year 2025 with Project Alternative Traffic Conditions:** The Year 2025 with Project Alternative peak hour traffic volumes were analyzed to determine the level of service for each of the analyzed intersections. Based upon the application of the significance criteria described previously, the project alternative is not expected to cause significant traffic impacts at any of the key intersections; therefore, mitigation measures are not necessary.

APPENDIX A

INTERSECTION PEAK HOUR LEVEL OF SERVICE WORKSHEETS

YEAR 2015

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 1.
N-S St: Orange Street
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 5Ø Traffic Signal

Orange Street at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	13	0	0	0.000 *	0	13	0	0	0.000 *	0	50	0	0	0.000 *	0	50	0	0	0.000 *	0	50	0	0	0.000 *
Nb Thru	2	1	1600	0.010	0	2	1	1600	0.010	0	0	1	1600	0.031	0	0	1	1600	0.031	0	0	1	1600	0.031
Nb Right	58	1	1600	0.036	0	58	1	1600	0.036	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Sb Left	31	0	0	0.000	0	31	0	0	0.000	0	50	0	0	0.000	0	50	0	0	0.000	0	50	0	0	0.000
Sb Thru	0	1	1600	0.029 *	0	0	1	1600	0.029 *	0	0	1	1600	0.044 *	0	0	1	1600	0.044 *	0	0	1	1600	0.044 *
Sb Right	16	0	0	-	0	16	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Eb Left	19	1	1600	0.012	0	19	1	1600	0.012	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Eb Thru	2894	3	4800	0.605 *	0	2894	3	4800	0.605 *	0	3580	3	4800	0.750 *	-50	3530	3	4800	0.740 *	0	3530	3	4800	0.740 *
Eb Right	12	0	0	-	0	12	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	12	1	1600	0.008 *	0	12	1	1600	0.008 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *
Wb Thru	1032	3	4800	0.215	0	1032	3	4800	0.215	0	1320	3	4800	0.275	0	1320	3	4800	0.275	0	1320	3	4800	0.275
Wb Right	11	1	1600	0.007	0	11	1	1600	0.007	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.642					0.642					0.807					0.797					0.797
LOS				B					B					D					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.010
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4101*	*0*	*4101*	*0*	*5160*	*-50*	*5110*	*0*	*5110*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 1.
N-S St: Orange Street
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 5Ø Traffic Signal

Orange Street at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	24	0	0	0.000 *	0	24	0	0	0.000 *	0	40	0	0	0.000	0	40	0	0	0.000	0	40	0	0	0.000
Nb Thru	5	1	1600	0.018	0	5	1	1600	0.018	0	10	1	1600	0.031	0	10	1	1600	0.031	0	10	1	1600	0.031
Nb Right	38	1	1600	0.024	0	38	1	1600	0.024	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Sb Left	31	0	0	0.000	0	31	0	0	0.000	0	20	0	0	0.000	0	20	0	0	0.000	0	20	0	0	0.000
Sb Thru	3	1	1600	0.031 *	0	3	1	1600	0.031 *	0	0	1	1600	0.031	0	0	1	1600	0.031	0	0	1	1600	0.031
Sb Right	16	0	0	-	0	16	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Eb Left	38	1	1600	0.024 *	0	38	1	1600	0.024 *	0	40	1	1600	0.025 *	0	40	1	1600	0.025 *	0	40	1	1600	0.025 *
Eb Thru	1245	3	4800	0.262	0	1245	3	4800	0.262	0	1690	3	4800	0.358	0	1690	3	4800	0.358	0	1690	3	4800	0.358
Eb Right	11	0	0	-	0	11	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Wb Left	37	1	1600	0.023	0	37	1	1600	0.023	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Wb Thru	3037	3	4800	0.633 *	0	3037	3	4800	0.633 *	0	3320	3	4800	0.692 *	-40	3280	3	4800	0.683 *	0	3280	3	4800	0.683 *
Wb Right	41	1	1600	0.026	0	41	1	1600	0.026	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.688					0.688					0.748					0.739					0.739
LOS				B					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.009
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4526*				*0*	*4526*				*0*	*5300*				*-40*	*5260*				*0*	*5260*			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 2.
N-S St: Prospect Street
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Prospect Street at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	13	0	0	0.000 *	0	13	0	0	0.000 *	0	20	0	0	0.000 *	0	20	0	0	0.000 *	0	20	0	0	0.000 *
Nb Thru	2	1	1600	0.009	0	2	1	1600	0.009	0	10	1	1600	0.019	0	10	1	1600	0.019	0	10	1	1600	0.019
Nb Right	38	1	1600	0.024	0	38	1	1600	0.024	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Sb Left	223	0	0	0.000	0	223	0	0	0.000	0	150	0	0	0.000	0	150	0	0	0.000	0	150	0	0	0.000
Sb Thru	0	1	1600	0.150 *	0	0	1	1600	0.150 *	0	0	1	1600	0.094 *	0	0	1	1600	0.094 *	0	0	1	1600	0.094 *
Sb Right	17	0	0	-	0	17	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	11	1	1600	0.007	0	11	1	1600	0.007	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Eb Thru	2929	3	4800	0.612 *	0	2929	3	4800	0.612 *	0	3700	3	4800	0.773 *	-60	3640	3	4800	0.760 *	0	3640	3	4800	0.760 *
Eb Right	8	0	0	-	0	8	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	16	1	1600	0.010 *	0	16	1	1600	0.010 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *
Wb Thru	1071	3	4800	0.228	0	1071	3	4800	0.228	0	1350	3	4800	0.283	0	1350	3	4800	0.283	0	1350	3	4800	0.283
Wb Right	24	0	0	-	0	24	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.772					0.772					0.873					0.880					0.880
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.013
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4352*				*0*	*4352*				*0*	*5320*				*-60*	*5260*				*0*	*5260*			

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Intersection: 2.
N-S St: Prospect Street
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Prospect Street at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	5	0	0	0.000 *	0	5	0	0	0.000 *	0	10	0	0	0.000 *	0	10	0	0	0.000 *	0	10	0	0	0.000 *
Nb Thru	2	1	1600	0.004	0	2	1	1600	0.004	0	0	1	1600	0.006	0	0	1	1600	0.006	0	0	1	1600	0.006
Nb Right	26	1	1600	0.016	0	26	1	1600	0.016	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Sb Left	62	0	0	0.000	0	62	0	0	0.000	0	90	0	0	0.000	0	90	0	0	0.000	0	90	0	0	0.000
Sb Thru	1	1	1600	0.044 *	0	1	1	1600	0.044 *	0	0	1	1600	0.069 *	0	0	1	1600	0.069 *	0	0	1	1600	0.069 *
Sb Right	8	0	0	-	0	8	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Eb Left	38	1	1600	0.024 *	0	38	1	1600	0.024 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *
Eb Thru	1215	3	4800	0.254	0	1215	3	4800	0.254	0	1740	3	4800	0.367	-10	1730	3	4800	0.365	0	1730	3	4800	0.365
Eb Right	5	0	0	-	0	5	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	26	1	1600	0.016	0	26	1	1600	0.016	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Wb Thru	2752	3	4800	0.582 *	0	2752	3	4800	0.582 *	0	3300	3	4800	0.692 *	-30	3270	3	4800	0.685 *	0	3270	3	4800	0.685 *
Wb Right	41	0	0	-	0	41	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.650					0.650					0.774					0.767					0.767
LOS				B					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.007
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4181*				*0*	*4181*				*0*	*5280*				*-40*	*5240*				*0*	*5240*			

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Intersection: 3.
N-S St: Balboa Blvd/Superior Ave
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Balboa Blvd/Superior Ave at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/25/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	204	1	1600	0.128		0	204	1	1600	0.128		0	210	1	1600	0.131		10	220	1	1600	0.138		0	220	1	1600	0.138	
Nb Thru	327	2	3200	0.130	*	0	327	2	3200	0.130	*	0	430	2	3200	0.163	*	10	440	2	3200	0.163	*	0	440	2	3200	0.163	*
Nb Right	90	0	0	-		0	90	0	0	-		0	90	0	0	-		-10	80	0	0	-		0	80	0	0	-	
Sb Left	172	1	1600	0.107	*	0	172	1	1600	0.107	*	0	210	1	1600	0.131	*	0	210	1	1600	0.131	*	0	210	1	1600	0.131	*
Sb Thru	122	2	3200	0.038		0	122	2	3200	0.038		0	190	2	3200	0.059		0	190	2	3200	0.059		0	190	2	3200	0.059	
Sb Right	189	2	3200	0.059		0	189	2	3200	0.059		0	120	2	3200	0.038		0	120	2	3200	0.038		0	120	2	3200	0.038	
Eb Left	998	2	3200	0.312		0	998	2	3200	0.312		0	1000	2	3200	0.313		40	1040	2	3200	0.325		0	1040	2	3200	0.325	
Eb Thru	2264	3	4800	0.472	*	0	2264	3	4800	0.472	*	0	2640	3	4800	0.550	*	-80	2560	3	4800	0.533	*	0	2560	3	4800	0.533	*
Eb Right	240	1	1600	0.150		0	240	1	1600	0.150		0	230	1	1600	0.144		0	230	1	1600	0.144		0	230	1	1600	0.144	
Wb Left	62	1	1600	0.039	*	0	62	1	1600	0.039	*	0	70	1	1600	0.044	*	0	70	1	1600	0.044	*	0	70	1	1600	0.044	*
Wb Thru	588	4	6400	0.124		0	588	4	6400	0.124		0	550	4	6400	0.117		0	550	4	6400	0.117		0	550	4	6400	0.117	
Wb Right	208	0	0	-		0	208	0	0	-		0	200	0	0	-		0	200	0	0	-		0	200	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.748						0.748						0.888						0.871						0.871	
LOS				C						C						D						D						D	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.017
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5464*	*0 5464*	*0 5940*	*-30 5910*	*0 5910*

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Intersection: 3.
N-S St: Balboa Blvd/Superior Ave
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Balboa Blvd/Superior Ave at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/25/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	264	1	1600	0.165 *	0	264	1	1600	0.165 *	0	400	1	1600	0.250 *	10	410	1	1600	0.256 *	0	410	1	1600	0.256 *
Nb Thru	209	2	3200	0.086	0	209	2	3200	0.086	0	250	2	3200	0.106	10	260	2	3200	0.103	0	260	2	3200	0.103
Nb Right	66	0	0	-	0	66	0	0	-	0	90	0	0	-	-20	70	0	0	-	0	70	0	0	-
Sb Left	165	1	1600	0.103	0	165	1	1600	0.103	0	160	1	1600	0.100	-40	120	1	1600	0.075	0	120	1	1600	0.075
Sb Thru	237	2	3200	0.074	0	237	2	3200	0.074	0	360	2	3200	0.113	0	360	2	3200	0.113	0	360	2	3200	0.113
Sb Right	745	2	3200	0.233 *	0	745	2	3200	0.233 *	0	820	2	3200	0.256 *	20	840	2	3200	0.263 *	0	840	2	3200	0.263 *
Eb Left	258	2	3200	0.080	0	258	2	3200	0.080	0	300	2	3200	0.094	0	300	2	3200	0.094	0	300	2	3200	0.094
Eb Thru	1181	3	4800	0.246	0	1181	3	4800	0.246	0	1380	3	4800	0.288	-10	1370	3	4800	0.285	0	1370	3	4800	0.285
Eb Right	227	1	1600	0.142	0	227	1	1600	0.142	0	320	1	1600	0.200	0	320	1	1600	0.200	0	320	1	1600	0.200
Wb Left	148	1	1600	0.093	0	148	1	1600	0.093	0	210	1	1600	0.131	-10	200	1	1600	0.125	0	200	1	1600	0.125
Wb Thru	2187	4	6400	0.363 *	0	2187	4	6400	0.363 *	0	2740	4	6400	0.450 *	-40	2700	4	6400	0.438 *	0	2700	4	6400	0.438 *
Wb Right	135	0	0	-	0	135	0	0	-	0	140	0	0	-	-40	100	0	0	-	0	100	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.761					0.761					0.956					0.957					0.957
LOS				C					C					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.001
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	5821	0	5821	0	7170	-120	7050	0	7050

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Intersection: 4.
N-S St: Riverside Avenue
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Riverside Avenue at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Data of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	2	0	0	0.000	*	0	2	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*
Nb Thru	6	1	1600	0.005		0	6	1	1600	0.005		0	0	1	1600	0.000		0	0	1	1600	0.000		0	0	1	1600	0.000	
Nb Right	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-	
Sb Left	86	0	0	0.000		0	86	0	0	0.000		0	70	0	0	0.000		0	70	0	0	0.000		0	70	0	0	0.000	
Sb Thru	15	1	1600	0.063	*	0	15	1	1600	0.063	*	0	10	1	1600	0.050	*	0	10	1	1600	0.050	*	0	10	1	1600	0.050	*
Sb Right	304	1	1600	0.190		0	304	1	1600	0.190		0	310	1	1600	0.194		-10	300	1	1600	0.188		0	300	1	1600	0.188	
Eb Left	283	1	1600	0.177		0	283	1	1600	0.177		0	250	1	1600	0.156		0	250	1	1600	0.156		0	250	1	1600	0.156	
Eb Thru	2115	2	3200	0.667	*	0	2115	2	3200	0.667	*	0	2410	2	3200	0.756	*	-10	2400	2	3200	0.753	*	0	2400	2	3200	0.753	*
Eb Right	18	0	0	-		0	18	0	0	-		0	10	0	0	-		0	10	0	0	-		0	10	0	0	-	
Wb Left	9	1	1600	0.006	*	0	9	1	1600	0.006	*	0	0	1	1600	0.000	*	0	0	1	1600	0.000	*	0	0	1	1600	0.000	*
Wb Thru	1244	3	4800	0.259		0	1244	3	4800	0.259		0	1460	3	4800	0.304		-50	1410	3	4800	0.294		0	1410	3	4800	0.294	
Wb Right	69	1	1600	0.043		0	69	1	1600	0.043		0	40	1	1600	0.025		0	40	1	1600	0.025		0	40	1	1600	0.025	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.736						0.736						0.806						0.803						0.803	
LOS				C						C						D						D						D	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.003
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4151*	*0*	*4151*	*0*	*4560*	*-70*	*4490*	*0*	*4490*	

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Intersection: 4.
N-S St: Riverside Avenue
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Riverside Avenue at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	26	0	0	0.000 *	0	26	0	0	0.000 *	0	20	0	0	0.000 *	0	20	0	0	0.000 *	0	20	0	0	0.000 *
Nb Thru	7	1	1600	0.030	0	7	1	1600	0.030	0	10	1	1600	0.025	0	10	1	1600	0.025	0	10	1	1600	0.025
Nb Right	14	0	0	-	0	14	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Sb Left	85	0	0	0.000	0	85	0	0	0.000	0	110	0	0	0.000	0	110	0	0	0.000	0	110	0	0	0.000
Sb Thru	7	1	1600	0.057	0	7	1	1600	0.057	0	10	1	1600	0.075	0	10	1	1600	0.075	0	10	1	1600	0.075
Sb Right	437	1	1600	0.273 *	0	437	1	1600	0.273 *	0	420	1	1600	0.263 *	0	420	1	1600	0.263 *	0	420	1	1600	0.263 *
Eb Left	271	1	1600	0.169	0	271	1	1600	0.169	0	290	1	1600	0.181	-20	270	1	1600	0.169	0	270	1	1600	0.169
Eb Thru	1543	2	3200	0.489	0	1543	2	3200	0.489	0	1870	2	3200	0.588	-30	1840	2	3200	0.578	0	1840	2	3200	0.578
Eb Right	21	0	0	-	0	21	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	28	1	1600	0.018	0	28	1	1600	0.018	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Wb Thru	2454	3	4800	0.511 *	0	2454	3	4800	0.511 *	0	2650	3	4800	0.552 *	-20	2630	3	4800	0.548 *	0	2630	3	4800	0.548 *
Wb Right	66	1	1600	0.041	0	66	1	1600	0.041	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.784					0.784					0.515					0.811					0.811
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.004
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4960*				*0*	*4960*				*0*	*5460*				*-70*	*5390*				*0*	*5390*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 5.
N-S St: Tustin Avenue
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 3Ø Traffic Signal

Tustin Avenue at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	36	0	0	0.000	0	36	0	0	0.000	0	60	0	0	0.000
Sb Thru	0	1	1600	0.033 *	0	0	1	1600	0.033 *	0	0	1	1600	0.056 *
Sb Right	16	0	0	-	0	16	0	0	-	0	30	0	0	-
Eb Left	27	1	1600	0.017	0	27	1	1600	0.017	0	10	1	1600	0.006
Eb Thru	2263	2	3200	0.707 *	0	2263	2	3200	0.707 *	0	2540	2	3200	0.794 *
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	1248	3	4800	0.260	0	1248	3	4800	0.260	0	1570	3	4800	0.327
Wb Right	39	1	1600	0.025	0	39	1	1600	0.025	0	50	1	1600	0.031
Yellow Allowance:				0.000 *					0.000 *					0.000 *
ICU				0.740					0.740					0.850
LOS				C					C					D
Total Vol.	3631				0	3631				0	4260			

Movement	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	0	1	1600	0.000	0	0	1	1600	0.000
Nb Right	0	0	0	0	-	0	0	0	0	-
Sb Left	0	60	0	0	0.000	0	60	0	0	0.000
Sb Thru	0	0	1	1600	0.056 *	0	0	1	1600	0.056 *
Sb Right	0	30	0	0	-	0	30	0	0	-
Eb Left	-10	0	1	1600	0.000	0	0	1	1600	0.000
Eb Thru	0	2540	2	3200	0.794 *	0	2540	2	3200	0.794 *
Eb Right	0	0	0	0	-	0	0	0	0	-
Wb Left	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	-40	1530	3	4800	0.319	0	1530	3	4800	0.319
Wb Right	0	50	1	1600	0.031	0	50	1	1600	0.031
Yellow Allowance:					0.000 *					0.000 *
ICU					0.850					0.850
LOS					D					D
Total Vol.	-50	4210				0	4210			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 5.
N-S St: Tustin Avenue
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 3Ø Traffic Signal

Tustin Avenue at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	1	0	0	0.000 *	0	1	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	1	1600	0.004	0	0	1	1600	0.004	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Nb Right	6	0	0	-	0	6	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	45	0	0	0.000	0	45	0	0	0.000	0	70	0	0	0.000	0	70	0	0	0.000	0	70	0	0	0.000
Sb Thru	0	1	1600	0.054 *	0	0	1	1600	0.054 *	0	0	1	1600	0.069 *	0	0	1	1600	0.069 *	0	0	1	1600	0.069 *
Sb Right	40	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Eb Left	32	1	1600	0.020 *	0	32	1	1600	0.020 *	0	100	1	1600	0.063 *	0	100	1	1600	0.063 *	0	100	1	1600	0.063 *
Eb Thru	1563	2	3200	0.491	0	1563	2	3200	0.491	0	1910	2	3200	0.597	-30	1880	2	3200	0.588	0	1880	2	3200	0.588
Eb Right	7	0	0	-	0	7	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	2487	3	4800	0.518 *	0	2487	3	4800	0.518 *	0	2720	3	4800	0.567 *	-10	2710	3	4800	0.565 *	0	2710	3	4800	0.565 *
Wb Right	47	1	1600	0.030	0	47	1	1600	0.030	0	100	1	1600	0.063	0	100	1	1600	0.063	0	100	1	1600	0.063
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.592					0.592					0.699					0.697					0.697
LOS				A					A					B					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4230*	*0 4230*	*0 4940*	*-40 4900*	*0 4900*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 6.
N-S St: Bay Shore Drive/Dover Drive
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Bay Shore Drive/Dover Drive at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	51	1	1600	0.032	0	51	1	1600	0.032	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Nb Thru	55	2	3200	0.037 *	0	55	2	3200	0.037 *	0	60	2	3200	0.038 *	0	60	2	3200	0.038 *	0	60	2	3200	0.038 *
Nb Right	64	0	0	-	0	64	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Sb Left	1077	3	4800	0.224 *	0	1077	3	4800	0.224 *	0	1050	3	4800	0.219 *	0	1050	3	4800	0.219 *	0	1050	3	4800	0.219 *
Sb Thru	74	1	1600	0.046	0	74	1	1600	0.046	0	80	1	1600	0.050	10	90	1	1600	0.056	0	90	1	1600	0.056
Sb Right	173	1	1600	0.108	0	173	1	1600	0.108	0	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044
Eb Left	129	2	3200	0.040	0	129	2	3200	0.040	0	170	2	3200	0.053	0	170	2	3200	0.053	0	170	2	3200	0.053
Eb Thru	2196	3	4800	0.464 *	0	2196	3	4800	0.464 *	0	2260	3	4800	0.473 *	0	2260	3	4800	0.473 *	0	2260	3	4800	0.473 *
Eb Right	32	0	0	-	0	32	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	29	1	1600	0.018 *	0	29	1	1600	0.018 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *
Wb Thru	1293	3	4800	0.269	0	1293	3	4800	0.269	0	1510	3	4800	0.315	-50	1460	3	4800	0.304	0	1460	3	4800	0.304
Wb Right	678	Free	9999999	0.000	0	678	Free	9999999	0.000	0	710	Free	9999999	0.000	0	710	Free	9999999	0.000	0	710	Free	9999999	0.000
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.743					0.743					0.761					0.761					0.761
LOS				C					C					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5851*				*0*	*5851*				*0*	*6050*				*-40*	*6010*				*0*	*6010*			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 6.
N-S St: Bay Shore Drive/Dover Drive
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Bay Shore Drive/Dover Drive at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	26	1	1600	0.017	0	26	1	1600	0.017	0	-20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Nb Thru	63	2	3200	0.034 *	0	63	2	3200	0.034 *	0	90	2	3200	0.047 *	0	90	2	3200	0.047 *	0	90	2	3200	0.047 *
Nb Right	46	0	0	-	0	46	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Sb Left	993	3	4800	0.207 *	0	993	3	4800	0.207 *	0	1050	3	4800	0.219 *	0	1050	3	4800	0.219 *	0	1050	3	4800	0.219 *
Sb Thru	66	1	1600	0.041	0	66	1	1600	0.041	0	80	1	1600	0.050	0	80	1	1600	0.050	0	80	1	1600	0.050
Sb Right	196	1	1600	0.122	0	196	1	1600	0.122	0	110	1	1600	0.069	0	110	1	1600	0.069	0	110	1	1600	0.069
Eb Left	156	2	3200	0.049 *	0	156	2	3200	0.049 *	0	130	2	3200	0.041 *	0	130	2	3200	0.041 *	0	130	2	3200	0.041 *
Eb Thru	1755	3	4800	0.372	0	1755	3	4800	0.372	0	1760	3	4800	0.371	-30	1730	3	4800	0.365	0	1730	3	4800	0.365
Eb Right	29	0	0	-	0	29	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	60	1	1600	0.038	0	60	1	1600	0.038	0	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044
Wb Thru	2394	3	4800	0.499 *	0	2394	3	4800	0.499 *	0	2650	3	4800	0.552 *	-10	2640	3	4800	0.550 *	0	2640	3	4800	0.550 *
Wb Right	1267	Free	9999999	0.000	0	1267	Free	9999999	0.000	0	1220	Free	9999999	0.000	0	1220	Free	9999999	0.000	0	1220	Free	9999999	0.000
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.789					0.789					0.869					0.867					0.867
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*7053*	*0 7053*	*0 7260*	*-40 7220*	*0 7220*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 7.
N-S St: Bayside Drive
E-W St: East Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Bayside Drive at East Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	398	0	0	0.000		0	398	0	0	0.000		0	410	0	0	0.000		10	420	0	0	0.000		0	420	0	0	0.000	
Nb Thru	17	3	4800	0.094	*	0	17	3	4800	0.094	*	0	30	3	4800	0.108	*	0	30	3	4800	0.110	*	0	30	3	4800	0.110	*
Nb Right	35	0	0	-		0	35	0	0	-		0	80	0	0	-		0	80	0	0	-		0	80	0	0	-	
Sb Left	19	1	1600	0.012		0	19	1	1600	0.012		0	50	1	1600	0.031		0	50	1	1600	0.031		0	50	1	1600	0.031	
Sb Thru	9	1	1600	0.017	*	0	9	1	1600	0.017	*	0	10	1	1600	0.038	*	0	10	1	1600	0.038	*	0	10	1	1600	0.038	*
Sb Right	18	0	0	-		0	18	0	0	-		0	50	0	0	-		0	50	0	0	-		0	50	0	0	-	
Eb Left	26	1	1600	0.016		0	26	1	1600	0.016		0	60	1	1600	0.038		0	60	1	1600	0.038		0	60	1	1600	0.038	
Eb Thru	2828	3	4800	0.589	*	0	2828	3	4800	0.589	*	0	3070	3	4800	0.640	*	10	3080	3	4800	0.642	*	0	3080	3	4800	0.642	*
Eb Right	347	1	1600	0.217		0	347	1	1600	0.217		0	380	1	1600	0.238		0	380	1	1600	0.238		0	380	1	1600	0.238	
Wb Left	63	1	1600	0.039	*	0	63	1	1600	0.039	*	0	90	1	1600	0.056	*	10	100	1	1600	0.063	*	0	100	1	1600	0.063	*
Wb Thru	1421	4	6400	0.224		0	1421	4	6400	0.224		0	1710	4	6400	0.280		-40	1670	4	6400	0.273		0	1670	4	6400	0.273	
Wb Right	14	0	0	-		0	14	0	0	-		0	80	0	0	-		0	80	0	0	-		0	80	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.739						0.739						0.842						0.863						0.863	
LOS				C						C						D						D						D	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.011
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5196*	*0 5196*	*0 6020*	*-10 6010*	*0 6010*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 7.
N-S St: Bayside Drive
E-W St: East Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Bayside Drive at East Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	482	0	0	0.000	0	482	0	0	0.000	0	320	0	0	0.000	-10	310	0	0	0.000	0	310	0	0	0.000
Nb Thru	17	3	4800	0.110 *	0	17	3	4800	0.110 *	0	10	3	4800	0.069 *	0	10	3	4800	0.067 *	0	10	3	4800	0.067 *
Nb Right	29	0	0	-	0	29	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	27	1	1600	0.017	0	27	1	1600	0.017	0	100	1	1600	0.063 *	0	100	1	1600	0.063 *	0	100	1	1600	0.063 *
Sb Thru	11	1	1600	0.026 *	0	11	1	1600	0.026 *	0	10	1	1600	0.056	0	10	1	1600	0.056	0	10	1	1600	0.056
Sb Right	30	0	0	-	0	30	0	0	-	0	80	0	0	-	0	80	0	0	-	0	80	0	0	-
Eb Left	48	1	1600	0.030 *	0	48	1	1600	0.030 *	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *
Eb Thru	1966	3	4800	0.410	0	1966	3	4800	0.410	0	2130	3	4800	0.444	-10	2120	3	4800	0.442	0	2120	3	4800	0.442
Eb Right	428	1	1600	0.268	0	428	1	1600	0.268	0	600	1	1600	0.375	-10	590	1	1600	0.369	0	590	1	1600	0.369
Wb Left	75	1	1600	0.047	0	75	1	1600	0.047	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Wb Thru	3056	4	6400	0.482 *	0	3056	4	6400	0.482 *	0	3540	4	6400	0.564 *	0	3540	4	6400	0.564 *	0	3540	4	6400	0.564 *
Wb Right	29	0	0	-	0	29	0	0	-	0	70	0	0	-	0	70	0	0	-	0	70	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.648					0.648					0.752					0.750					0.750
LOS				B					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6200*	*0*	*6200*	*0*	*6980*	*-30*	*6950*	*0*	*6950*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 8.
N-S St: Jamboree Road
E-W St: East Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Jamboree Road at East Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	30	1	1600	0.018	0	30	1	1600	0.018	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Nb Thru	439	2	3200	0.193 *	0	439	2	3200	0.193 *	0	500	2	3200	0.188 *	0	500	2	3200	0.188 *	0	500	2	3200	0.188 *
Nb Right	177	0	0	-	0	177	0	0	-	0	100	0	0	-	0	100	0	0	-	0	100	0	0	-
Sb Left	221	1	1600	0.138 *	0	221	1	1600	0.138 *	0	150	1	1600	0.094 *	0	150	1	1600	0.094 *	0	150	1	1600	0.094 *
Sb Thru	311	2	3200	0.097	0	311	2	3200	0.097	0	240	2	3200	0.075	0	240	2	3200	0.075	0	240	2	3200	0.075
Sb Right	662	Free	9999999	0.000	0	662	Free	9999999	0.000	0	750	Free	9999999	0.000	-30	720	Free	9999999	0.000	0	720	Free	9999999	0.000
Eb Left	1222	3	4800	0.255 *	0	1222	3	4800	0.255 *	0	1230	3	4800	0.256 *	-10	1220	3	4800	0.254 *	0	1220	3	4800	0.254 *
Eb Thru	1941	4	6400	0.308	0	1941	4	6400	0.308	0	1930	4	6400	0.305	20	1950	4	6400	0.308	0	1950	4	6400	0.308
Eb Right	31	0	0	-	0	31	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	138	2	3200	0.043	0	138	2	3200	0.043	0	90	2	3200	0.028	0	90	2	3200	0.028	0	90	2	3200	0.028
Wb Thru	1049	4	6400	0.164 *	0	1049	4	6400	0.164 *	0	1130	4	6400	0.177 *	0	1130	4	6400	0.177 *	0	1130	4	6400	0.177 *
Wb Right	216	1	1600	0.135	0	216	1	1600	0.135	0	120	1	1600	0.075	0	120	1	1600	0.075	0	120	1	1600	0.075
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.760					0.760					0.716					0.713					0.713
LOS				C					C					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	6436	0	6436	0	6280	-20	6260	0	6260

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 6,
N-S St: Jamboree Road
E-W St: East Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Jamboree Road at East Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	50	1	1600	0.031	0	50	1	1600	0.031	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Nb Thru	288	2	3200	0.117 *	0	288	2	3200	0.117 *	0	360	2	3200	0.147 *	-20	340	2	3200	0.141 *	0	340	2	3200	0.141 *
Nb Right	86	0	0	-	0	86	0	0	-	0	110	0	0	-	0	110	0	0	-	0	110	0	0	-
Sb Left	255	1	1600	0.159 *	0	255	1	1600	0.159 *	0	150	1	1600	0.094 *	0	150	1	1600	0.094 *	0	150	1	1600	0.094 *
Sb Thru	727	2	3200	0.227	0	727	2	3200	0.227	0	550	2	3200	0.172	0	550	2	3200	0.172	0	550	2	3200	0.172
Sb Right	1322	Free	9999999	0.000	0	1322	Free	9999999	0.000	0	1650	Free	9999999	0.000	-10	1640	Free	9999999	0.000	0	1640	Free	9999999	0.000
Eb Left	880	3	4800	0.183 *	0	880	3	4800	0.183 *	0	740	3	4800	0.154 *	0	740	3	4800	0.154 *	0	740	3	4800	0.154 *
Eb Thru	1626	4	6400	0.258	0	1626	4	6400	0.258	0	1530	4	6400	0.244	0	1530	4	6400	0.244	0	1530	4	6400	0.244
Eb Right	28	0	0	-	0	28	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Wb Left	189	2	3200	0.059	0	189	2	3200	0.059	0	210	2	3200	0.066	0	210	2	3200	0.066	0	210	2	3200	0.066
Wb Thru	2046	4	6400	0.320 *	0	2046	4	6400	0.320 *	0	2090	4	6400	0.327 *	-10	2080	4	6400	0.325 *	0	2080	4	6400	0.325 *
Wb Right	234	1	1600	0.146	0	234	1	1600	0.146	0	130	1	1600	0.081	0	130	1	1600	0.081	0	130	1	1600	0.081
Yellow Allowance:				0.000 +					0.000 +					0.000 +					0.000 +					0.000 +
ICU				0.779					0.779					0.722					0.714					0.714
LOS				C					C					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.008
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*7730*	*0*	*7730*	*0*	*7590*	*-40*	*7550*	*0*	*7550*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 9.
N-S St: Newport Boulevard
E-W St: Via Lido
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Via Lido
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000	
Nb Thru	1308	3	4800	0.277	*	0	1308	3	4800	0.277	*	0	1690	3	4800	0.356	*	10	1700	3	4800	0.358	*	0	1700	3	4800	0.358	*
Nb Right	23	0	0	-		0	23	0	0	-		0	20	0	0	-		0	20	0	0	-		0	20	0	0	-	
Sb Left	415	2	3200	0.130	*	0	415	2	3200	0.130	*	0	510	2	3200	0.159	*	0	510	2	3200	0.159	*	0	510	2	3200	0.159	*
Sb Thru	853	3	4800	0.178		0	853	3	4800	0.178		0	730	3	4800	0.152		0	730	3	4800	0.152		0	730	3	4800	0.152	
Sb Right	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-	
Eb Left	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000	
Eb Thru	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000	
Eb Right	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-	
Wb Left	9	1	1600	0.006		0	9	1	1600	0.006		0	20	1	1600	0.013		0	20	1	1600	0.013		0	20	1	1600	0.013	
Wb Thru	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000	
Wb Right	402	2	3200	0.126		0	402	2	3200	0.126		0	400	2	3200	0.125		-10	390	2	3200	0.122		0	390	2	3200	0.122	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.413						0.413						0.528						0.530						0.530	
LOS				A						A						A						A						A	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3010*	*0*	*3010*	*0*	*3370*	*0*	*3370*	*0*	*3370*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 9.
N-S St: Newport Boulevard
E-W St: Via Lido
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Via Lido
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	1197	3	4800	0.260	0	1197	3	4800	0.260	0	990	3	4800	0.213 *	0	990	3	4800	0.213 *	0	990	3	4800	0.213 *
Nb Right	49	0	0	-	0	49	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Sb Left	527	2	3200	0.165	0	527	2	3200	0.165	0	580	2	3200	0.181 *	0	580	2	3200	0.181 *	0	580	2	3200	0.181 *
Sb Thru	2104	3	4800	0.438 *	0	2104	3	4800	0.438 *	0	1460	3	4800	0.304	0	1460	3	4800	0.304	0	1460	3	4800	0.304
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	29	1	1600	0.018	0	29	1	1600	0.018	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	524	2	3200	0.164	0	524	2	3200	0.164	0	470	2	3200	0.147	0	470	2	3200	0.147	0	470	2	3200	0.147
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.456					0.456					0.419					0.419					0.419
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4431*				*0*	*4431*				*0*	*3570*				*0*	*3570*				*0*	*3570*			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 10.
N-S St: Newport Boulevard
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Hospital Road
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	128	1	1600	0.080 *	0	128	1	1600	0.080 *	0	160	1	1600	0.100	-30	130	1	1600	0.081	0	130	1	1600	0.081
Nb Thru	1556	3	4800	0.324	0	1556	3	4800	0.324	0	2000	3	4800	0.417 *	-40	1960	3	4800	0.408 *	0	1960	3	4800	0.408 *
Nb Right	74	1	1600	0.046	0	74	1	1600	0.046	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Sb Left	52	1	1600	0.032	0	52	1	1600	0.032	0	110	1	1600	0.069 *	0	110	1	1600	0.069 *	0	110	1	1600	0.069 *
Sb Thru	1152	3	4800	0.323 *	0	1152	3	4800	0.323 *	0	1150	3	4800	0.290	-190	960	3	4800	0.271	0	960	3	4800	0.271
Sb Right	400	0	0	-	0	400	0	0	-	0	240	0	0	-	100	340	0	0	-	0	340	0	0	-
Eb Left	162	2	3200	0.051 *	0	162	2	3200	0.051 *	0	210	2	3200	0.066	20	230	2	3200	0.072 *	0	230	2	3200	0.072 *
Eb Thru	132	1	1600	0.083	0	132	1	1600	0.083	0	250	1	1600	0.156 *	-100	150	1	1600	0.094	0	150	1	1600	0.094
Eb Right	262	1	1600	0.163	0	262	1	1600	0.163	0	150	1	1600	0.094	120	270	1	1600	0.169	0	270	1	1600	0.169
Wb Left	84	1	1600	0.052	0	84	1	1600	0.052	0	80	1	1600	0.050 *	0	80	1	1600	0.050	0	80	1	1600	0.050
Wb Thru	224	2	3200	0.096 *	0	224	2	3200	0.096 *	0	220	2	3200	0.084	0	220	2	3200	0.088 *	0	220	2	3200	0.088 *
Wb Right	84	0	0	-	0	84	0	0	-	0	50	0	0	-	10	60	0	0	-	0	60	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.560					0.560					0.592					0.637					0.637
LOS				A					A					B					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.055
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	4309	0	4309	0	4640	-110	4530	0	4530

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 10.
N-S St: Newport Boulevard
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Hospital Road
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	148	1	1600	0.093	*	0	148	1	1600	0.093	*	0	220	1	1600	0.138	*	-20	200	1	1600	0.125	*	0	200	1	1600	0.125	*
Nb Thru	1511	3	4800	0.315		0	1511	3	4800	0.315		0	1160	3	4800	0.242		-20	1140	3	4800	0.238		0	1140	3	4800	0.238	
Nb Right	119	1	1600	0.074		0	119	1	1600	0.074		0	70	1	1600	0.044		0	70	1	1600	0.044		0	70	1	1600	0.044	
Sb Left	45	1	1600	0.028		0	45	1	1600	0.028		0	50	1	1600	0.031		0	50	1	1600	0.031		0	50	1	1600	0.031	
Sb Thru	1755	3	4800	0.410	*	0	1755	3	4800	0.410	*	0	1860	3	4800	0.427	*	-80	1780	3	4800	0.419	*	0	1780	3	4800	0.419	*
Sb Right	214	0	0	-		0	214	0	0	-		0	190	0	0	-		40	230	0	0	-		0	230	0	0	-	
Eb Left	300	2	3200	0.094		0	300	2	3200	0.094		0	190	2	3200	0.059		-20	170	2	3200	0.053		0	170	2	3200	0.053	
Eb Thru	135	1	1600	0.084	*	0	135	1	1600	0.084	*	0	270	1	1600	0.169	*	-10	260	1	1600	0.163	*	0	260	1	1600	0.163	*
Eb Right	260	1	1600	0.162		0	260	1	1600	0.162		0	-10	1	1600	-0.006		70	60	1	1600	0.038		0	60	1	1600	0.038	
Wb Left	150	1	1600	0.094	*	0	150	1	1600	0.094	*	0	330	1	1600	0.206	*	-10	320	1	1600	0.200	*	0	320	1	1600	0.200	*
Wb Thru	181	2	3200	0.067		0	181	2	3200	0.067		0	170	2	3200	0.076		10	180	2	3200	0.081		0	180	2	3200	0.081	
Wb Right	34	0	0	-		0	34	0	0	-		0	80	0	0	-		0	80	0	0	-		0	80	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.681						0.681						0.940						0.907						0.907	
LOS				B						B						E						E						E	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.033
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4854*	*0 4854*	*0 4580*	*-40 4540*	*0 4540*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 11.
N-S St: Placentia Avenue
E-W St: Superior Avenue
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Placentia Avenue at Superior Avenue
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	12	0	0	0.000 *	0	12	0	0	0.000 *	0	10	0	0	0.000 *	0	10	0	0	0.000 *	0	10	0	0	0.000 *
Nb Thru	232	2	3200	0.091	0	232	2	3200	0.091	0	320	2	3200	0.119	0	320	2	3200	0.119	0	320	2	3200	0.119
Nb Right	47	0	0	-	0	47	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Sb Left	12	1	1600	0.008	0	12	1	1600	0.008	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Sb Thru	328	1	1600	0.205 *	0	328	1	1600	0.205 *	0	400	1	1600	0.250 *	-30	370	1	1600	0.231 *	0	370	1	1600	0.231 *
Sb Right	236	1	1600	0.148	0	236	1	1600	0.148	0	280	1	1600	0.175	20	300	1	1600	0.188	0	300	1	1600	0.188
Eb Left	362	1	1600	0.226	0	362	1	1600	0.226	0	370	1	1600	0.231	0	370	1	1600	0.231	0	370	1	1600	0.231
Eb Thru	1133	2	3200	0.362 *	0	1133	2	3200	0.362 *	0	1180	2	3200	0.384 *	10	1190	2	3200	0.388 *	0	1190	2	3200	0.388 *
Eb Right	26	0	0	-	0	26	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Wb Left	52	1	1600	0.033 *	0	52	1	1600	0.033 *	0	40	1	1600	0.025 *	0	40	1	1600	0.025 *	0	40	1	1600	0.025 *
Wb Thru	260	2	3200	0.084	0	260	2	3200	0.084	0	410	2	3200	0.134	-10	400	2	3200	0.131	0	400	2	3200	0.131
Wb Right	8	0	0	-	0	8	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.600					0.600					0.659					0.644					0.644
LOS				A					A					B					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.015
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2708*	*0 2708*	*0 3140*	*-10 3130*	*0 3130*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 11.
N-S St: Placentia Avenue
E-W St: Superior Avenue
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 5Ø Traffic Signal

Placentia Avenue at Superior Avenue
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC					2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio		Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	37	0	0	0.000		0	37	0	0	0.000		0	20	0	0	0.000		0	20	0	0	0.000		0	20	0	0	0.000	
Nb Thru	320	2	3200	0.137	*	0	320	2	3200	0.137	*	0	420	2	3200	0.175	*	-10	410	2	3200	0.175	*	0	410	2	3200	0.175	*
Nb Right	80	0	0	-		0	80	0	0	-		0	120	0	0	-		10	130	0	0	-		0	130	0	0	-	
Sb Left	15	1	1600	0.009	*	0	15	1	1600	0.009	*	0	10	1	1600	0.006	*	0	10	1	1600	0.006	*	0	10	1	1600	0.006	*
Sb Thru	231	1	1600	0.144		0	231	1	1600	0.144		0	240	1	1600	0.150		20	260	1	1600	0.163		0	260	1	1600	0.163	
Sb Right	423	1	1600	0.264		0	423	1	1600	0.264		0	450	1	1600	0.281		-30	420	1	1600	0.263		0	420	1	1600	0.263	
Eb Left	320	1	1600	0.200	*	0	320	1	1600	0.200	*	0	250	1	1600	0.156	*	-20	230	1	1600	0.144	*	0	230	1	1600	0.144	*
Eb Thru	436	2	3200	0.140		0	436	2	3200	0.140		0	610	2	3200	0.200		-10	600	2	3200	0.197		0	600	2	3200	0.197	
Eb Right	13	0	0	-		0	13	0	0	-		0	30	0	0	-		0	30	0	0	-		0	30	0	0	-	
Wb Left	58	1	1600	0.036		0	58	1	1600	0.036		0	50	1	1600	0.031		0	50	1	1600	0.031		0	50	1	1600	0.031	
Wb Thru	630	2	3200	0.201	*	0	630	2	3200	0.201	*	0	870	2	3200	0.275	*	20	890	2	3200	0.281	*	0	890	2	3200	0.281	*
Wb Right	13	0	0	-		0	13	0	0	-		0	10	0	0	-		0	10	0	0	-		0	10	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.547						0.547						0.612						0.606						0.606	
LOS				A						A						B						B						B	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.006
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2576*		*0*	*2576*		*0*	*3080*		*-20*	*3060*		*0*	*3060*			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 12.
N-S St: Newport Blvd SB Off-Ramp
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Blvd SB Off-Ramp at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	454	2	3200	0.142	0	454	2	3200	0.142	0	240	2	3200	0.075	130	370	2	3200	0.116	0	370	2	3200	0.116
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	284	1	1600	0.177 *	0	284	1	1600	0.177 *	0	380	1	1600	0.238 *	-210	170	1	1600	0.106	0	170	1	1600	0.106
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	1995	2	3200	0.623 *	0	1995	2	3200	0.623 *	0	2360	2	3200	0.738 *	-60	2300	2	3200	0.719 *	0	2300	2	3200	0.719 *
Eb Right	645	Free	9999999	0.000	0	645	Free	9999999	0.000	0	170	Free	9999999	0.000	0	170	Free	9999999	0.000	0	170	Free	9999999	0.000
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	1098	3	4800	0.229	0	1098	3	4800	0.229	0	1110	3	4800	0.231	-50	1060	3	4800	0.221	0	1060	3	4800	0.221
Wb Right	496	Free	9999999	0.000	0	496	Free	9999999	0.000	0	450	Free	9999999	0.000	0	450	Free	9999999	0.000	0	450	Free	9999999	0.000
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000					0.000 *
ICU				0.800					0.800					0.976					0.835					0.836
LOS				C					C					E					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.141
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4970*	*0 4970*	*0 4710*	*-190 4520*	*0 4520*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 12.
N-S St: Newport Blvd SB Off-Ramp
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\VCUYear2015.xls
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Blvd SB Off-Ramp at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	532	2	3200	0.166	0	532	2	3200	0.166	0	360	2	3200	0.113	70	430	2	3200	0.134	0	430	2	3200	0.134
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	394	1	1600	0.246 *	0	394	1	1600	0.246 *	0	500	1	1600	0.313 *	-100	400	1	1600	0.250 *	0	400	1	1600	0.250 *
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	942	2	3200	0.295	0	942	2	3200	0.295	0	1570	2	3200	0.491	-140	1430	2	3200	0.447	0	1430	2	3200	0.447
Eb Right	257	Free	9999999	0.000	0	257	Free	9999999	0.000	0	120	Free	9999999	0.000	-20	100	Free	9999999	0.000	0	100	Free	9999999	0.000
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	1948	3	4800	0.406 *	0	1948	3	4800	0.406 *	0	2540	3	4800	0.529 *	-20	2520	3	4800	0.525 *	0	2520	3	4800	0.525 *
Wb Right	585	Free	9999999	0.000	0	585	Free	9999999	0.000	0	630	Free	9999999	0.000	0	630	Free	9999999	0.000	0	630	Free	9999999	0.000
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.652					0.652					0.842					0.775					0.775
LOS				B					B					D					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.067
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4659*	*0*	*4659*	*0*	*5720*	*-210*	*5510*	*0*	*5510*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 13.
N-S St: Superior Avenue
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Superior Avenue at Hospital Road
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	0	1	1600	0.000		0	0	1	1600	0.000		0	0	1	1600	0.000		0	0	1	1600	0.000		0	0	1	1600	0.000	
Nb Thru	1523	2	3200	0.604	*	0	1523	2	3200	0.604	*	0	1520	2	3200	0.600	*	20	1540	2	3200	0.609	*	0	1540	2	3200	0.609	*
Nb Right	410	0	0	-		0	410	0	0	-		0	400	0	0	-		10	410	0	0	-		0	410	0	0	-	
Sb Left	79	1	1600	0.049	*	0	79	1	1600	0.049	*	0	90	1	1600	0.056	*	10	100	1	1600	0.063	*	0	100	1	1600	0.063	*
Sb Thru	476	2	3200	0.149		0	476	2	3200	0.149		0	530	2	3200	0.166		10	540	2	3200	0.169		0	540	2	3200	0.169	
Sb Right	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-	
Eb Left	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*
Eb Thru	0	1	1600	0.000		0	0	1	1600	0.000		0	0	1	1600	0.000		0	0	1	1600	0.000		0	0	1	1600	0.000	
Eb Right	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-	
Wb Left	35	0	0	0.000		0	35	0	0	0.000		0	30	0	0	0.000		0	30	0	0	0.000		0	30	0	0	0.000	
Wb Thru	0	2	3200	0.030	*	0	0	2	3200	0.030	*	0	0	2	3200	0.028	*	0	0	2	3200	0.028	*	0	0	2	3200	0.028	*
Wb Right	60	0	0	-		0	60	0	0	-		0	60	0	0	-		0	60	0	0	-		0	60	0	0	-	
Yellow Allowance:			0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU			0.683						0.683						0.684						0.700						0.700	
LOS			B						B						B						B						B	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.016
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2583*	*0*	*2583*	*0*	*2630*	*50*	*2680*	*0*	*2680*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1567

Intersection: 13.
N-S St: Superior Avenue
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Superior Avenue at Hospital Road
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000 *	0	0	1	1600	0.000 *
Nb Thru	850	2	3200	0.311 *	0	850	2	3200	0.311 *	0	690	2	3200	0.253	-30	660	2	3200	0.244	0	660	2	3200	0.244
Nb Right	144	0	0	-	0	144	0	0	-	0	120	0	0	-	0	120	0	0	-	0	120	0	0	-
Sb Left	108	1	1600	0.067 *	0	108	1	1600	0.067 *	0	80	1	1600	0.050	0	80	1	1600	0.050	0	80	1	1600	0.050
Sb Thru	1129	2	3200	0.353	0	1129	2	3200	0.353	0	970	2	3200	0.303	10	980	2	3200	0.306 *	0	980	2	3200	0.306 *
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	634	0	0	0.000	0	634	0	0	0.000	0	480	0	0	0.000	-10	470	0	0	0.000	0	470	0	0	0.000
Wb Thru	0	2	3200	0.237 *	0	0	2	3200	0.237 *	0	0	2	3200	0.175 *	0	0	2	3200	0.175 *	0	0	2	3200	0.175 *
Wb Right	125	0	0	-	0	125	0	0	-	0	80	0	0	-	10	90	0	0	-	0	90	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.615					0.615					0.478					0.481					0.481
LOS				B					B					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.003
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2989*				*0*	*2989*				*0*	*2420*				*-20*	*2400*				*0*	*2400*			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 14.
N-S St: Hoag Drive/Placentia Ave
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 3Ø N-S Split

Hoag Drive/Placentia Ave at Hospital Road
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	16	0	0	0.000	0	16	0	0	0.000
Nb Thru	22	1	1600	0.024 *	0	22	1	1600	0.024 *
Nb Right	78	1	1600	0.049	0	78	1	1600	0.049
Sb Left	341	0	0	0.000	0	341	0	0	0.000
Sb Thru	45	2	3200	0.131 *	0	45	2	3200	0.131 *
Sb Right	34	0	0	-	0	34	0	0	-
Eb Left	67	1	1600	0.042 *	0	67	1	1600	0.042 *
Eb Thru	289	2	3200	0.104	0	289	2	3200	0.104
Eb Right	44	0	0	-	0	44	0	0	-
Wb Left	158	1	1600	0.099	0	158	1	1600	0.099
Wb Thru	159	2	3200	0.173 *	0	159	2	3200	0.173 *
Wb Right	395	0	0	-	0	395	0	0	-
Yellow Allowance:				0.000 *					0.000 *
ICU				0.370					0.370
LOS				A					A

Movement	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	20	0	0	0.000	0	20	0	0	0.000	0	20	0	0	0.000
Nb Thru	0	40	1	1600	0.038 *	-10	30	1	1600	0.031 *	0	30	1	1600	0.031 *
Nb Right	0	120	1	1600	0.075	30	150	1	1600	0.094	0	150	1	1600	0.094
Sb Left	0	330	0	0	0.000	0	330	0	0	0.000	0	330	0	0	0.000
Sb Thru	0	80	2	3200	0.134 *	-30	50	2	3200	0.128 *	0	50	2	3200	0.128 *
Sb Right	0	20	0	0	-	10	30	0	0	-	0	30	0	0	-
Eb Left	0	60	1	1600	0.038 *	0	60	1	1600	0.038	0	60	1	1600	0.038
Eb Thru	0	270	2	3200	0.097	0	270	2	3200	0.100	0	270	2	3200	0.100
Eb Right	0	40	0	0	-	10	50	0	0	-	0	50	0	0	-
Wb Left	0	120	1	1600	0.075	70	190	1	1600	0.119	0	190	1	1600	0.119
Wb Thru	0	140	2	3200	0.184 *	-10	130	2	3200	0.181	0	130	2	3200	0.181
Wb Right	0	450	0	0	-	0	450	0	0	-	0	450	0	0	-
Yellow Allowance:					0.000 *					0.000 *					0.000 *
ICU					0.394					0.378					0.378
LOS					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.016
Significant Impact: NO

Area Traffic Mitigation:

	2007 Existing	2015 Ambient Added	2015 Ambient Total	2015 Cumulative Added	2015 Cumulative Total	2015 Project Added	2015 Project Total	2015 Mitigation Added	2015 Mitigation Total
Total Vol.	*1647*	*0*	*1647*	*0*	*1690*	*70*	*1760*	*0*	*1760*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 14.
N-S St: Hoag Drive/Placentia Ave
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 3Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Hoag Drive/Placentia Ave at Hospital Road
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	36	0	0	0.000	0	38	0	0	0.000	0	30	0	0	0.000	-10	20	0	0	0.000	0	20	0	0	0.000
Nb Thru	67	1	1600	0.065 *	0	67	1	1600	0.065 *	0	100	1	1600	0.081 *	20	120	1	1600	0.088 *	0	120	1	1600	0.088 *
Nb Right	139	1	1600	0.087	0	139	1	1600	0.087	0	160	1	1600	0.100	-10	150	1	1600	0.094	0	150	1	1600	0.094
Sb Left	435	0	0	0.000	0	435	0	0	0.000	0	380	0	0	0.000	30	390	0	0	0.000	0	390	0	0	0.000
Sb Thru	35	2	3200	0.180 *	0	35	2	3200	0.180 *	0	50	2	3200	0.156 *	-10	40	2	3200	0.163 *	0	40	2	3200	0.163 *
Sb Right	106	0	0	-	0	106	0	0	-	0	90	0	0	-	0	90	0	0	-	0	90	0	0	-
Eb Left	140	1	1600	0.088 *	0	140	1	1600	0.088 *	0	110	1	1600	0.069 *	-10	100	1	1600	0.063 *	0	100	1	1600	0.063 *
Eb Thru	292	2	3200	0.102	0	292	2	3200	0.102	0	220	2	3200	0.075	0	220	2	3200	0.075	0	220	2	3200	0.075
Eb Right	34	0	0	-	0	34	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	153	1	1600	0.096	0	153	1	1600	0.096	0	140	1	1600	0.088	50	190	1	1600	0.119	0	190	1	1600	0.119
Wb Thru	246	2	3200	0.240 *	0	246	2	3200	0.240 *	0	170	2	3200	0.191 *	-10	160	2	3200	0.188 *	0	160	2	3200	0.188 *
Wb Right	521	0	0	-	0	521	0	0	-	0	440	0	0	-	0	440	0	0	-	0	440	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.573					0.573					0.497					0.502					0.502
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.005
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2206*	*0 2206*	*0 1890*	*50 1940*	*0 1940*

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 15.
N-S St: Hoag Drive
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 8Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Hoag Drive at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	4	1	1600	0.003	0	4	1	1600	0.003	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Nb Thru	0	1	1600	0.004 *	0	0	1	1600	0.004 *	0	0	1	1600	0.006 *	0	0	1	1600	0.006 *	0	0	1	1600	0.006 *
Nb Right	7	0	0	-	0	7	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Sb Left	27	2	3200	0.008 *	0	27	2	3200	0.008 *	0	70	2	3200	0.022 *	-50	20	2	3200	0.006 *	0	20	2	3200	0.006 *
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	43	1	1600	0.027	0	43	1	1600	0.027	0	80	1	1600	0.050	-30	50	1	1600	0.031	0	50	1	1600	0.031
Eb Left	161	1	1600	0.101	0	161	1	1600	0.101	0	290	1	1600	0.181	-70	220	1	1600	0.138	0	220	1	1600	0.138
Eb Thru	2189	3	4800	0.459 *	0	2189	3	4800	0.459 *	0	2630	3	4800	0.550 *	-30	2600	3	4800	0.544 *	0	2600	3	4800	0.544 *
Eb Right	14	0	0	-	0	14	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	13	1	1600	0.008 *	0	13	1	1600	0.008 *	0	0	1	1600	0.000 *	0	0	1	1600	0.000 *	0	0	1	1600	0.000 *
Wb Thru	765	4	6400	0.152	0	765	4	6400	0.152	0	970	4	6400	0.198	20	990	4	6400	0.158	0	990	4	6400	0.158
Wb Right	209	0	0	-	0	209	0	0	-	0	300	0	0	-	-280	20	0	0	-	0	20	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.479					0.479					0.578					0.556					0.556
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.022
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3432*				*0*	*3432*				*0*	*4370*				*-440*	*3930*				*0*	*3930*			

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(714) 641-1587

Intersection: 15.
N-S St: Hoag Drive
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Hoag Drive at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	3	1	1600	0.002	0	3	1	1600	0.002	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Nb Thru	0	1	1600	0.000 *	0	0	1	1600	0.000 *	0	0	1	1600	0.013 *	0	0	1	1600	0.013 *	0	0	1	1600	0.013 *
Nb Right	12	0	0	-	0	12	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Sb Left	100	2	3200	0.031	0	100	2	3200	0.031	0	260	2	3200	0.081 *	-120	140	2	3200	0.044 *	0	140	2	3200	0.044 *
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	114	1	1600	0.071 *	0	114	1	1600	0.071 *	0	200	1	1600	0.125	-50	150	1	1600	0.094	0	150	1	1600	0.094
Eb Left	19	1	1600	0.012	0	19	1	1600	0.012	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *
Eb Thru	1075	3	4800	0.226	0	1075	3	4800	0.226	0	1270	3	4800	0.267	-40	1230	3	4800	0.258	0	1230	3	4800	0.258
Eb Right	12	0	0	-	0	12	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	59	1	1600	0.037	0	59	1	1600	0.037	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Wb Thru	2301	4	6400	0.366 *	0	2301	4	6400	0.366 *	0	2470	4	6400	0.406 *	-30	2440	4	6400	0.394 *	0	2440	4	6400	0.394 *
Wb Right	39	0	0	-	0	39	0	0	-	0	130	0	0	-	-50	80	0	0	-	0	80	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.445					0.445					0.556					0.507					0.507
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.049
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3734*				*0*	*3734*				*0*	*4470*				*-290*	*4180*				*0*	*4180*			

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(714) 641-1587

Intersection: 16.
N-S St: Superior Avenue
E-W St: 16th Street/Industrial Way
Project: Hoag Master Plan EIR
File: N:\26001\2052652\ICUYear2015.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Superior Avenue at 16th Street/Industrial Way
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	77	1	1600	0.048	6	83	1	1600	0.052	0	83	1	1600	0.052	0	83	1	1600	0.052	0	83	1	1600	0.052
Nb Thru	790	2	3200	0.265 *	63	853	2	3200	0.266 *	0	853	2	3200	0.266 *	10	863	2	3200	0.269 *	0	863	2	3200	0.269 *
Nb Right	57	0	0	-	5	62	0	0	-	0	62	0	0	-	0	62	0	0	-	0	62	0	0	-
Sb Left	26	1	1600	0.016 *	2	28	1	1600	0.018 *	0	28	1	1600	0.018 *	0	28	1	1600	0.018 *	0	28	1	1600	0.018 *
Sb Thru	420	2	3200	0.169	34	454	2	3200	0.182	0	454	2	3200	0.182	-10	444	2	3200	0.179	0	444	2	3200	0.179
Sb Right	120	0	0	-	10	130	0	0	-	0	130	0	0	-	0	130	0	0	-	0	130	0	0	-
Eb Left	25	1	1600	0.016 *	2	27	1	1600	0.017 *	0	27	1	1600	0.017 *	0	27	1	1600	0.017 *	0	27	1	1600	0.017 *
Eb Thru	150	1	1600	0.111	12	162	1	1600	0.119	0	162	1	1600	0.119	0	162	1	1600	0.119	0	162	1	1600	0.119
Eb Right	27	0	0	-	2	29	0	0	-	0	29	0	0	-	0	29	0	0	-	0	29	0	0	-
Wb Left	27	0	0	0.000	2	29	0	0	0.000	0	29	0	0	0.000	0	29	0	0	0.000	0	29	0	0	0.000
Wb Thru	125	1	1600	0.119 *	10	135	1	1600	0.129 *	0	135	1	1600	0.129 *	0	135	1	1600	0.129 *	0	135	1	1600	0.129 *
Wb Right	39	0	0	-	3	42	0	0	-	0	42	0	0	-	0	42	0	0	-	0	42	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.416					0.460					0.460					0.463					0.463
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.003
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*1883*		*151*	*2034*		*0*	*2034*		*0*	*2034*		*0*	*2034*

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 16.
N-S St: Superior Avenue
E-W St: 16th Street/Industrial Way
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 3Ø Traffic Signal

Superior Avenue at 16th Street/Industrial Way
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	51	1	1600	0.032 *	4	55	1	1600	0.034 *	0	55	1	1600	0.034 *
Nb Thru	709	2	3200	0.235	57	766	2	3200	0.254	0	766	2	3200	0.254
Nb Right	44	0	0	-	4	48	0	0	-	0	48	0	0	-
Sb Left	18	1	1600	0.011	1	19	1	1600	0.012	0	19	1	1600	0.012
Sb Thru	721	2	3200	0.244 *	58	779	2	3200	0.263 *	0	779	2	3200	0.263 *
Sb Right	59	0	0	-	5	64	0	0	-	0	64	0	0	-
Eb Left	50	1	1600	0.031	4	54	1	1600	0.034	0	54	1	1600	0.034
Eb Thru	147	1	1600	0.141 *	12	159	1	1600	0.152 *	0	159	1	1600	0.152 *
Eb Right	78	0	0	-	6	84	0	0	-	0	84	0	0	-
Wb Left	38	0	0	0.000 **	3	41	0	0	0.000 *	0	41	0	0	0.000 *
Wb Thru	77	1	1600	0.099	6	83	1	1600	0.107	0	83	1	1600	0.107
Wb Right	43	0	0	-	3	46	0	0	-	0	46	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *
ICU				0.417					0.449					0.449
LOS				A					A					A

	2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	55	1	1600	0.034 *	0	55	1	1600	0.034 *
Nb Thru	0	766	2	3200	0.254	0	766	2	3200	0.254
Nb Right	0	48	0	0	-	0	48	0	0	-
Sb Left	0	19	1	1600	0.012	0	19	1	1600	0.012
Sb Thru	20	799	2	3200	0.270 *	0	799	2	3200	0.270 *
Sb Right	0	64	0	0	-	0	64	0	0	-
Eb Left	0	54	1	1600	0.034	0	54	1	1600	0.034
Eb Thru	0	159	1	1600	0.152 *	0	159	1	1600	0.152 *
Eb Right	0	84	0	0	-	0	84	0	0	-
Wb Left	0	41	0	0	0.000 *	0	41	0	0	0.000 *
Wb Thru	0	83	1	1600	0.107	0	83	1	1600	0.107
Wb Right	0	46	0	0	-	0	46	0	0	-
Yellow Allowance:					0.000 *					0.000 *
ICU					0.456					0.456
LOS					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.007
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	2035	163	2198	0	2198	20	2218	0	2218

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 17.
N-S St: Newport Boulevard
E-W St: Industrial Way
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Industrial Way
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007: EXISTING TRAFFIC				2015: WITH AMBIENT GROWTH					2015: WITH CUMULATIVE PROJECTS					2015: WITH PROJECT TRAFFIC					2015: WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	76	1	1600	0.048	6	82	1	1600	0.051	0	82	1	1600	0.051	0	82	1	1600	0.051	0	82	1	1600	0.051
Nb Thru	1804	3	4800	0.380 *	144	1948	3	4800	0.410 *	0	1948	3	4800	0.410 *	-10	1938	3	4800	0.408 *	0	1938	3	4800	0.408 *
Nb Right	19	0	0	-	2	21	0	0	-	0	21	0	0	-	0	21	0	0	-	0	21	0	0	-
Sb Left	114	1	1600	0.071 *	9	123	1	1600	0.077 *	0	123	1	1600	0.077 *	0	123	1	1600	0.077 *	0	123	1	1600	0.077 *
Sb Thru	1311	3	4800	0.286	105	1416	3	4800	0.309	0	1416	3	4800	0.309	-90	1326	3	4800	0.291	0	1326	3	4800	0.291
Sb Right	64	0	0	-	5	69	0	0	-	0	69	0	0	-	0	69	0	0	-	0	69	0	0	-
Eb Left	90	0	0	0.000	7	97	0	0	0.000	0	97	0	0	0.000	0	97	0	0	0.000	0	97	0	0	0.000
Eb Thru	95	1	1600	0.116 *	8	103	1	1600	0.125 *	0	103	1	1600	0.125 *	0	103	1	1600	0.125 *	0	103	1	1600	0.125 *
Eb Right	100	1	1600	0.063	8	108	1	1600	0.068	0	108	1	1600	0.068	0	108	1	1600	0.068	0	108	1	1600	0.068
Wb Left	3	1	1600	0.002 *	0	3	1	1600	0.002 *	0	3	1	1600	0.002 *	0	3	1	1600	0.002 *	0	3	1	1600	0.002 *
Wb Thru	70	1	1600	0.044	6	76	1	1600	0.047	0	76	1	1600	0.047	0	76	1	1600	0.047	0	76	1	1600	0.047
Wb Right	51	1	1600	0.032	4	55	1	1600	0.034	0	55	1	1600	0.034	0	55	1	1600	0.034	0	55	1	1600	0.034
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.569					0.614					0.614					0.612					0.612
LOS				A					B					B					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3797*				*304*	*4101*				*0*	*4101*				*-100*	*4001*				*0*	*4001*			

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(714) 641-1587

Intersection: 17.
N-S St: Newport Boulevard
E-W St: Industrial Way
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Industrial Way
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	67	1	1600	0.042	*	5	72	1	1600	0.045	*	0	72	1	1600	0.045	*	0	72	1	1600	0.045	*	0	72	1	1600	0.045	*
Nb Thru	1551	3	4800	0.327		124	1675	3	4800	0.353		0	1675	3	4800	0.353		-40	1635	3	4800	0.344		0	1635	3	4800	0.344	
Nb Right	17	0	0	-		1	18	0	0	-		0	18	0	0	-		0	18	0	0	-		0	18	0	0	-	
Sb Left	71	1	1600	0.044		6	77	1	1600	0.048		0	77	1	1600	0.048		0	77	1	1600	0.048		0	77	1	1600	0.048	
Sb Thru	1850	3	4800	0.397	*	148	1998	3	4800	0.428	*	0	1998	3	4800	0.428	*	-40	1958	3	4800	0.420	*	0	1958	3	4800	0.420	*
Sb Right	54	0	0	-		4	58	0	0	-		0	58	0	0	-		0	58	0	0	-		0	58	0	0	-	
Eb Left	80	0	0	0.000		6	86	0	0	0.000		0	86	0	0	0.000		0	86	0	0	0.000		0	86	0	0	0.000	
Eb Thru	65	1	1600	0.091	*	5	70	1	1600	0.098	*	0	70	1	1600	0.098	*	0	70	1	1600	0.098	*	0	70	1	1600	0.098	*
Eb Right	105	1	1600	0.066		8	113	1	1600	0.071		0	113	1	1600	0.071		0	113	1	1600	0.071		0	113	1	1600	0.071	
Wb Left	31	1	1600	0.019	*	2	33	1	1600	0.021	*	0	33	1	1600	0.021	*	0	33	1	1600	0.021	*	0	33	1	1600	0.021	*
Wb Thru	42	1	1600	0.026		3	45	1	1600	0.028		0	45	1	1600	0.028		0	45	1	1600	0.028		0	45	1	1600	0.028	
Wb Right	90	1	1600	0.056		7	97	1	1600	0.061		0	97	1	1600	0.061		0	97	1	1600	0.061		0	97	1	1600	0.061	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.549						0.592						0.592						0.584						0.584	
LOS				A						A						A						A						A	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.008
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4023*		*322*	*4345*		*0*	*4345*		*-80*	*4265*		*0*	*4265*			

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 18.
N-S St: Newport Boulevard
E-W St: 16th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 5Ø Traffic Signal

Newport Boulevard at 16th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	14	1	1600	0.009	1	15	1	1600	0.009	0	15	1	1600	0.009	0	15	1	1600	0.009	0	15	1	1600	0.009
Nb Thru	1827	3	4800	0.391 *	146	1973	3	4800	0.422 *	0	1973	3	4800	0.422 *	-10	1963	3	4800	0.420 *	0	1963	3	4800	0.420 *
Nb Right	50	0	0	-	4	54	0	0	-	0	54	0	0	-	0	54	0	0	-	0	54	0	0	-
Sb Left	72	1	1600	0.045 *	6	78	1	1600	0.049 *	0	78	1	1600	0.049 *	0	78	1	1600	0.049 *	0	78	1	1600	0.049 *
Sb Thru	1423	3	4800	0.296	114	1537	3	4800	0.320	0	1537	3	4800	0.320	-90	1447	3	4800	0.301	0	1447	3	4800	0.301
Sb Right	23	1	1600	0.014	2	25	1	1600	0.016	0	25	1	1600	0.016	0	25	1	1600	0.016	0	25	1	1600	0.016
Eb Left	21	1	1600	0.013 *	2	23	1	1600	0.014 *	0	23	1	1600	0.014 *	0	23	1	1600	0.014 *	0	23	1	1600	0.014 *
Eb Thru	21	1	1600	0.021	2	23	1	1600	0.023	0	23	1	1600	0.023	0	23	1	1600	0.023	0	23	1	1600	0.023
Eb Right	13	0	0	-	1	14	0	0	-	0	14	0	0	-	0	14	0	0	-	0	14	0	0	-
Wb Left	37	1	1600	0.023	3	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Wb Thru	34	1	1600	0.046 *	3	37	1	1600	0.049 *	0	37	1	1600	0.049 *	0	37	1	1600	0.049 *	0	37	1	1600	0.049 *
Wb Right	39	0	0	-	3	42	0	0	-	0	42	0	0	-	0	42	0	0	-	0	42	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.495					0.534					0.534					0.532					0.532
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3574*				*286*	*3860*				*0*	*3860*				*-100*	*3760*				*0*	*3760*

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Intersection: 18.
N-S St: Newport Boulevard
E-W St: 16th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 16th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC					2015 WITH AMBIENT GROWTH						2015 WITH CUMULATIVE PROJECTS						2015 WITH PROJECT TRAFFIC						2015 WITH MITIGATION					
Movement	Volume	Lanes	Capacity	V/C Ratio		Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	13	1	1600	0.008		1	14	1	1600	0.009		0	14	1	1600	0.009		0	14	1	1600	0.009		0	14	1	1600	0.009	
Nb Thru	1700	3	4800	0.363	*	136	1836	3	4800	0.392	*	0	1836	3	4800	0.392	*	-40	1796	3	4800	0.384	*	0	1796	3	4800	0.384	*
Nb Right	44	0	0	-		4	48	0	0	-		0	48	0	0	-		0	48	0	0	-		0	48	0	0	-	
Sb Left	80	1	1600	0.050	*	6	86	1	1600	0.054	*	0	86	1	1600	0.054	*	0	86	1	1600	0.054	*	0	86	1	1600	0.054	*
Sb Thru	1907	3	4800	0.397		153	2060	3	4800	0.429		0	2060	3	4800	0.429		-40	2020	3	4800	0.421		0	2020	3	4800	0.421	
Sb Right	26	1	1600	0.016		2	28	1	1600	0.018		0	28	1	1600	0.018		0	28	1	1600	0.018		0	28	1	1600	0.018	
Eb Left	20	1	1600	0.013	*	2	22	1	1600	0.014	*	0	22	1	1600	0.014	*	0	22	1	1600	0.014	*	0	22	1	1600	0.014	*
Eb Thru	41	1	1600	0.033		3	44	1	1600	0.035		0	44	1	1600	0.035		0	44	1	1600	0.035		0	44	1	1600	0.035	
Eb Right	11	0	0	-		1	12	0	0	-		0	12	0	0	-		0	12	0	0	-		0	12	0	0	-	
Wb Left	51	1	1600	0.032		4	55	1	1600	0.034		0	55	1	1600	0.034		0	55	1	1600	0.034		0	55	1	1600	0.034	
Wb Thru	75	1	1600	0.068	*	6	81	1	1600	0.074	*	0	81	1	1600	0.074	*	0	81	1	1600	0.074	*	0	81	1	1600	0.074	*
Wb Right	34	0	0	-		3	37	0	0	-		0	37	0	0	-		0	37	0	0	-		0	37	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.494						0.534						0.534						0.526						0.526	
LOS				A						A						A						A						A	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.008
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4002*		*320*	*4322*		*0*	*4322*		*-80*	*4242*		*0*	*4242*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 19.
N-S St: Superior Avenue
E-W St: 17th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 8Ø Traffic Signal

Superior Avenue at 17th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	20	1	1600	0.013	2	22	1	1600	0.014	0	22	1	1600	0.014	2	24	1	1600	0.015	0	24	1	1600	0.015
Nb Thru	115	1	1600	0.072	9	124	1	1600	0.078	0	124	1	1600	0.078	8	132	1	1600	0.083	0	132	1	1600	0.083
Nb Right	1038	1	1600	0.649 *	83	1121	1	1600	0.701 *	0	1121	1	1600	0.701 *	0	1121	1	1600	0.701 *	0	1121	1	1600	0.701 *
Sb Left	72	1	1600	0.045 *	6	78	1	1600	0.049 *	0	78	1	1600	0.049 *	0	78	1	1600	0.049 *	0	78	1	1600	0.049 *
Sb Thru	274	2	3200	0.104	22	296	2	3200	0.112	0	296	2	3200	0.112	-8	288	2	3200	0.110	0	288	2	3200	0.110
Sb Right	59	0	0	-	5	64	0	0	-	0	64	0	0	-	0	64	0	0	-	0	64	0	0	-
Eb Left	11	1	1600	0.007	1	12	1	1600	0.007	0	12	1	1600	0.007	0	12	1	1600	0.007	0	12	1	1600	0.007
Eb Thru	634	2	3200	0.208 *	51	685	2	3200	0.224 *	0	685	2	3200	0.224 *	0	685	2	3200	0.224 *	0	685	2	3200	0.224 *
Eb Right	31	0	0	-	2	33	0	0	-	0	33	0	0	-	-2	31	0	0	-	0	31	0	0	-
Wb Left	324	1	1600	0.203	26	350	1	1600	0.219	0	350	1	1600	0.219	0	350	1	1600	0.219	0	350	1	1600	0.219
Wb Thru	436	2	3200	0.145	35	471	2	3200	0.156	0	471	2	3200	0.156	0	471	2	3200	0.156	0	471	2	3200	0.156
Wb Right	27	0	0	-	2	29	0	0	-	0	29	0	0	-	0	29	0	0	-	0	29	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.902					0.974					0.974					0.974					0.974
LOS				E					E					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3041*				*243*	*3284*				*0*	*3284*				*0*	*3284*				*0*	*3284*			

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Intersection: 19.
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E-W St: 17th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Superior Avenue at 17th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	96	1	1600	0.060 *	8	104	1	1600	0.065 *	0	104	1	1600	0.065 *	0	104	1	1600	0.065 *	0	104	1	1600	0.065 *
Nb Thru	170	1	1600	0.106	14	184	1	1600	0.115	0	184	1	1600	0.115	0	184	1	1600	0.115	0	184	1	1600	0.115
Nb Right	651	1	1600	0.407	52	703	1	1600	0.439	0	703	1	1600	0.439	0	703	1	1600	0.439	0	703	1	1600	0.439
Sb Left	87	1	1600	0.054	7	94	1	1600	0.059	0	94	1	1600	0.059	0	94	1	1600	0.059	0	94	1	1600	0.059
Sb Thru	317	2	3200	0.123 *	25	342	2	3200	0.133 *	0	342	2	3200	0.133 *	16	358	2	3200	0.138 *	0	358	2	3200	0.138 *
Sb Right	78	0	0	-	6	84	0	0	-	0	84	0	0	-	0	84	0	0	-	0	84	0	0	-
Eb Left	26	1	1600	0.016	2	28	1	1600	0.018	0	28	1	1600	0.018	0	28	1	1600	0.018	0	28	1	1600	0.018
Eb Thru	543	2	3200	0.192 *	43	586	2	3200	0.207 *	0	586	2	3200	0.207 *	0	586	2	3200	0.208 *	0	586	2	3200	0.208 *
Eb Right	70	0	0	-	6	76	0	0	-	0	76	0	0	-	4	80	0	0	-	0	80	0	0	-
Wb Left	477	1	1600	0.298 *	38	515	1	1600	0.322 *	0	515	1	1600	0.322 *	0	515	1	1600	0.322 *	0	515	1	1600	0.322 *
Wb Thru	427	2	3200	0.159	34	461	2	3200	0.171	0	461	2	3200	0.171	0	461	2	3200	0.171	0	461	2	3200	0.171
Wb Right	81	0	0	-	6	87	0	0	-	0	87	0	0	-	0	87	0	0	-	0	87	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.673					0.727					0.727					0.733					0.733
LOS				B					C					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.006
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3023*				*242*	*3265*				*0*	*3265*				*20*	*3285*				*0*	*3285*			

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Intersection: 20.
N-S St: Newport Boulevard
E-W St: 17th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 17th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	46	1	1600	0.029	4	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Nb Thru	1699	3	4800	0.354 *	136	1835	3	4800	0.382 *	0	1835	3	4800	0.382 *	-9	1826	3	4800	0.380 *	0	1826	3	4800	0.380 *
Nb Right	197	1	1600	0.123	16	213	1	1600	0.133	0	213	1	1600	0.133	-1	212	1	1600	0.132	0	212	1	1600	0.132
Sb Left	749	2	3200	0.234 *	60	809	2	3200	0.253 *	0	809	2	3200	0.253 *	0	809	2	3200	0.253 *	0	809	2	3200	0.253 *
Sb Thru	1439	3	4800	0.398	115	1554	3	4800	0.430	0	1554	3	4800	0.430	-83	1471	3	4800	0.413	0	1471	3	4800	0.413
Sb Right	472	0	0	-	38	510	0	0	-	0	510	0	0	-	0	510	0	0	-	0	510	0	0	-
Eb Left	664	3	4800	0.138 *	53	717	3	4800	0.149 *	0	717	3	4800	0.149 *	0	717	3	4800	0.149 *	0	717	3	4800	0.149 *
Eb Thru	435	2	3200	0.144	35	470	2	3200	0.156	0	470	2	3200	0.156	0	470	2	3200	0.156	0	470	2	3200	0.156
Eb Right	27	0	0	-	2	29	0	0	-	0	29	0	0	-	0	29	0	0	-	0	29	0	0	-
Wb Left	138	2	3200	0.043	11	149	2	3200	0.047	0	149	2	3200	0.047	-7	142	2	3200	0.044	0	142	2	3200	0.044
Wb Thru	346	3	4800	0.072 *	28	374	3	4800	0.078 *	0	374	3	4800	0.078 *	0	374	3	4800	0.078 *	0	374	3	4800	0.078 *
Wb Right	118	1	1600	0.074	9	127	1	1600	0.080	0	127	1	1600	0.080	0	127	1	1600	0.080	0	127	1	1600	0.080
Yellow Allowance:				0.000 +					0.000 +					0.000 +					0.000 +					0.000 +
ICU				0.796					0.862					0.862					0.860					0.860
LOS				C					D					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6330*				*506*	*6836*				*0*	*6836*				*-100*	*6736*				*0*	*6736*			

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Intersection: 20.
N-S St: Newport Boulevard
E-W St: 17th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 17th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	73	1	1600	0.046		6	79	1	1600	0.049		0	79	1	1600	0.049		0	79	1	1600	0.049		0	79	1	1600	0.049	
Nb Thru	1569	3	4800	0.327	*	126	1695	3	4800	0.353	*	0	1695	3	4800	0.353	*	-38	1657	3	4800	0.345	*	0	1657	3	4800	0.345	*
Nb Right	172	1	1600	0.108		14	186	1	1600	0.116		0	186	1	1600	0.116		-2	184	1	1600	0.115		0	184	1	1600	0.115	
Sb Left	788	2	3200	0.246	*	63	851	2	3200	0.266	*	0	851	2	3200	0.266	*	0	851	2	3200	0.266	*	0	851	2	3200	0.266	*
Sb Thru	1821	3	4800	0.441		146	1967	3	4800	0.477		0	1967	3	4800	0.477		-38	1929	3	4800	0.469		0	1929	3	4800	0.469	
Sb Right	298	0	0	-		24	322	0	0	-		0	322	0	0	-		0	322	0	0	-		0	322	0	0	-	
Eb Left	637	3	4800	0.133	*	51	688	3	4800	0.143	*	0	688	3	4800	0.143	*	0	688	3	4800	0.143	*	0	688	3	4800	0.143	*
Eb Thru	514	2	3200	0.171		41	555	2	3200	0.184		0	555	2	3200	0.184		0	555	2	3200	0.184		0	555	2	3200	0.184	
Eb Right	32	0	0	-		3	35	0	0	-		0	35	0	0	-		0	35	0	0	-		0	35	0	0	-	
Wb Left	227	2	3200	0.071		18	245	2	3200	0.077		0	245	2	3200	0.077		-2	243	2	3200	0.076		0	243	2	3200	0.076	
Wb Thru	562	3	4800	0.117	*	45	607	3	4800	0.126	*	0	607	3	4800	0.126	*	0	607	3	4800	0.126	*	0	607	3	4800	0.126	*
Wb Right	183	1	1600	0.114		15	198	1	1600	0.124		0	198	1	1600	0.124		0	198	1	1600	0.124		0	198	1	1600	0.124	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.823						0.888						0.888						0.880						0.880	
LOS				D						D						D						D						D	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.008
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6876*					*550*	*7426*					*0*	*7426*					*-80*	*7346*					*0*	*7346*				

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 21.
N-S St: Newport Boulevard
E-W St: 18th Street/Rochester Street
Project: Hoag Master Plan EIR
File: N:\2800\2052652\ICUYear2015.xls
Control Type: 6Ø E-W Split

Newport Boulevard at 18th Street/Rochester Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	46	1	1600	0.029 *	4	50	1	1600	0.031 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *
Nb Thru	2275	3	4800	0.475	182	2457	3	4800	0.513	0	2457	3	4800	0.513	-9	2448	3	4800	0.512	0	2448	3	4800	0.512
Nb Right	7	0	0	-	1	8	0	0	-	0	8	0	0	-	0	8	0	0	-	0	8	0	0	-
Sb Left	72	1	1600	0.045	6	78	1	1600	0.049	0	78	1	1600	0.049	0	78	1	1600	0.049	0	78	1	1600	0.049
Sb Thru	2640	3	4800	0.550 *	211	2851	3	4800	0.594 *	0	2851	3	4800	0.594 *	-83	2768	3	4800	0.577 *	0	2768	3	4800	0.577 *
Sb Right	113	1	1600	0.071	9	122	1	1600	0.076	0	122	1	1600	0.076	-8	114	1	1600	0.071	0	114	1	1600	0.071
Eb Left	249	2	3200	0.078 *	20	269	2	3200	0.084 *	0	269	2	3200	0.084 *	8	277	2	3200	0.087 *	0	277	2	3200	0.087 *
Eb Thru	102	1	1600	0.064	8	110	1	1600	0.069	0	110	1	1600	0.069	0	110	1	1600	0.069	0	110	1	1600	0.069
Eb Right	64	1	1600	0.040	5	69	1	1600	0.043	0	69	1	1600	0.043	0	69	1	1600	0.043	0	69	1	1600	0.043
Wb Left	1	1	1600	0.001	0	1	1	1600	0.001	0	1	1	1600	0.001	0	1	1	1600	0.001	0	1	1	1600	0.001
Wb Thru	69	1	1600	0.074 *	6	75	1	1600	0.080 *	0	75	1	1600	0.080 *	0	75	1	1600	0.080 *	0	75	1	1600	0.080 *
Wb Right	50	0	0	-	4	54	0	0	-	0	54	0	0	-	0	54	0	0	-	0	54	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.731					0.789					0.789					0.775					0.775
LOS				C					C					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.014
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	5688	455	6143	0	6143	-92	6051	0	6051

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 21.
N-S St: Newport Boulevard
E-W St: 18th Street/Rochester Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 6Ø E-W Split

Newport Boulevard at 18th Street/Rochester Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	111	1	1600	0.069 *	9	120	1	1600	0.075 *	0	120	1	1600	0.075 *	0	120	1	1600	0.075 *	0	120	1	1600	0.075 *
Nb Thru	2700	3	4800	0.565	216	2916	3	4800	0.610	0	2916	3	4800	0.610	-38	2878	3	4800	0.603	0	2878	3	4800	0.603
Nb Right	13	0	0	-	1	14	0	0	-	0	14	0	0	-	0	14	0	0	-	0	14	0	0	-
Sb Left	107	1	1600	0.067	9	116	1	1600	0.072	0	116	1	1600	0.072	0	116	1	1600	0.072	0	116	1	1600	0.072
Sb Thru	2878	3	4800	0.599 *	230	3106	3	4800	0.647 *	0	3106	3	4800	0.647 *	-38	3068	3	4800	0.639 *	0	3068	3	4800	0.639 *
Sb Right	159	1	1600	0.099	13	172	1	1600	0.107	0	172	1	1600	0.107	16	188	1	1600	0.117	0	188	1	1600	0.117
Eb Left	287	2	3200	0.090 *	23	310	2	3200	0.097 *	0	310	2	3200	0.097 *	0	310	2	3200	0.097 *	0	310	2	3200	0.097 *
Eb Thru	85	1	1600	0.053	7	92	1	1600	0.057	0	92	1	1600	0.057	0	92	1	1600	0.057	0	92	1	1600	0.057
Eb Right	68	1	1600	0.043	5	73	1	1600	0.046	0	73	1	1600	0.046	0	73	1	1600	0.046	0	73	1	1600	0.046
Wb Left	15	1	1600	0.009	1	16	1	1600	0.010	0	16	1	1600	0.010	0	16	1	1600	0.010	0	16	1	1600	0.010
Wb Thru	116	1	1600	0.117 *	9	125	1	1600	0.126 *	0	125	1	1600	0.126 *	0	125	1	1600	0.126 *	0	125	1	1600	0.126 *
Wb Right	71	0	0	-	6	77	0	0	-	0	77	0	0	-	0	77	0	0	-	0	77	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.876					0.945					0.945					0.937					0.937
LOS				D					E					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.008
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	6608	529	7137	0	7137	-60	7077	0	7077

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Intersection: 22.
N-S St: Newport Boulevard
E-W St: Harbor Boulevard
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Harbor Boulevard
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	177	2	3200	0.055	14	191	2	3200	0.060	0	191	2	3200	0.060	0	191	2	3200	0.060	0	191	2	3200	0.060
Nb Thru	2419	3	4800	0.504	194	2613	3	4800	0.544	0	2613	3	4800	0.544	-1	2612	3	4800	0.544	0	2612	3	4800	0.544
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	2329	3	4800	0.491 *	186	2515	3	4800	0.530 *	0	2515	3	4800	0.530 *	-85	2430	3	4800	0.512 *	0	2430	3	4800	0.512 *
Sb Right	28	0	0	-	2	28	0	0	-	0	28	0	0	-	0	28	0	0	-	0	28	0	0	-
Eb Left	27	1	1600	0.017	2	29	1	1600	0.018	0	29	1	1600	0.018	0	29	1	1600	0.018	0	29	1	1600	0.018
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	530	2	3200	0.166 *	42	572	2	3200	0.179 *	0	572	2	3200	0.179 *	-6	566	2	3200	0.177 *	0	566	2	3200	0.177 *
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.657					0.709					0.709					0.689					0.689
LOS				B					C					C					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.020
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5508*				*441*	*5949*				*0*	*5949*				*-92*	*5857*				*0*	*5857*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 22.
N-S St: Newport Boulevard
E-W St: Harbor Boulevard
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 3Ø Traffic Signal

Newport Boulevard at Harbor Boulevard
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	468	2	3200	0.153 *	39	527	2	3200	0.165 *	0	527	2	3200	0.165 *	-3	524	2	3200	0.164 *	0	524	2	3200	0.164 *
Nb Thru	2521	3	4800	0.525	202	2723	3	4800	0.567	0	2723	3	4800	0.567	-35	2688	3	4800	0.560	0	2688	3	4800	0.560
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	2581	3	4800	0.551 *	206	2787	3	4800	0.595 *	0	2787	3	4800	0.595 *	-20	2767	3	4800	0.591 *	0	2767	3	4800	0.591 *
Sb Right	62	0	0	-	5	67	0	0	-	0	67	0	0	-	0	67	0	0	-	0	67	0	0	-
Eb Left	58	1	1600	0.036	5	63	1	1600	0.039	0	63	1	1600	0.039	0	63	1	1600	0.039	0	63	1	1600	0.039
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	518	2	3200	0.162	41	559	2	3200	0.175	0	559	2	3200	0.175	-2	557	2	3200	0.174	0	557	2	3200	0.174
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.740					0.799					0.799					0.794					0.794
LOS				C					C					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.005
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6228*				*498*	*6726*				*0*	*6726*				*-60*	*6666*				*0*	*6666*			

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Intersection: 23.
N-S St: Newport Boulevard
E-W St: Broadway Boulevard
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 6Ø E-W Split

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Broadway Boulevard
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	1	1	1600	0.001		0	1	1	1600	0.001		0	1	1	1600	0.001		0	1	1	1600	0.001		0	1	1	1600	0.001	
Nb Thru	2440	3	4800	0.513	*	195	2635	3	4800	0.554	*	0	2635	3	4800	0.554	*	-1	2634	3	4800	0.554	*	0	2634	3	4800	0.554	*
Nb Right	24	0	0	-		2	26	0	0	-		0	26	0	0	-		0	26	0	0	-		0	26	0	0	-	
Sb Left	32	1	1600	0.020	*	3	35	1	1600	0.022	*	0	35	1	1600	0.022	*	0	35	1	1600	0.022	*	0	35	1	1600	0.022	*
Sb Thru	2409	3	4800	0.502		193	2602	3	4800	0.542		0	2602	3	4800	0.542		-85	2517	3	4800	0.524		0	2517	3	4800	0.524	
Sb Right	8	1	1600	0.005		1	9	1	1600	0.005		0	9	1	1600	0.005		0	9	1	1600	0.005		0	9	1	1600	0.005	
Eb Left	8	0	0	0.000		1	9	0	0	0.000		0	9	0	0	0.000		0	9	0	0	0.000		0	9	0	0	0.000	
Eb Thru	4	1	1600	0.008	*	0	4	1	1600	0.008	*	0	4	1	1600	0.008	*	0	4	1	1600	0.008	*	0	4	1	1600	0.008	*
Eb Right	3	1	1600	0.002		0	3	1	1600	0.002		0	3	1	1600	0.002		0	3	1	1600	0.002		0	3	1	1600	0.002	
Wb Left	31	1	1600	0.019		2	33	1	1600	0.021		0	33	1	1600	0.021		0	33	1	1600	0.021		0	33	1	1600	0.021	
Wb Thru	5	1	1600	0.056	*	0	5	1	1600	0.061	*	0	5	1	1600	0.061	*	0	5	1	1600	0.061	*	0	5	1	1600	0.061	*
Wb Right	85	0	0	-		7	92	0	0	-		0	92	0	0	-		0	92	0	0	-		0	92	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.597						0.645						0.645						0.645						0.646	
LOS				A						B						B						B						B	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5050*	*404 5454*	*0 5454*	*-86 5368*	*0 5368*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 23.
N-S St: Newport Boulevard
E-W St: Broadway Boulevard
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 6Ø E-W Split

Newport Boulevard at Broadway Boulevard
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	19	1	1600	0.012	2	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013
Nb Thru	2507	3	4800	0.535 *	201	2708	3	4800	0.578 *	0	2708	3	4800	0.578 *	-35	2673	3	4800	0.571 *	0	2673	3	4800	0.571 *
Nb Right	61	0	0	-	5	66	0	0	-	0	66	0	0	-	0	66	0	0	-	0	66	0	0	-
Sb Left	111	1	1600	0.069 *	9	120	1	1600	0.075 *	0	120	1	1600	0.075 *	0	120	1	1600	0.075 *	0	120	1	1600	0.075 *
Sb Thru	2589	3	4800	0.539	207	2796	3	4800	0.583	0	2796	3	4800	0.583	-20	2776	3	4800	0.578	0	2776	3	4800	0.578
Sb Right	60	1	1600	0.038	5	65	1	1600	0.041	0	65	1	1600	0.041	0	65	1	1600	0.041	0	65	1	1600	0.041
Eb Left	15	0	0	0.000	1	16	0	0	0.000	0	16	0	0	0.000	0	16	0	0	0.000	0	16	0	0	0.000
Eb Thru	26	1	1600	0.025 *	2	27	1	1600	0.027 *	0	27	1	1600	0.027 *	0	27	1	1600	0.027 *	0	27	1	1600	0.027 *
Eb Right	10	1	1600	0.006	1	11	1	1600	0.007	0	11	1	1600	0.007	0	11	1	1600	0.007	0	11	1	1600	0.007
Wb Left	46	1	1600	0.029	4	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Wb Thru	22	1	1600	0.071 *	2	24	1	1600	0.076 *	0	24	1	1600	0.076 *	0	24	1	1600	0.076 *	0	24	1	1600	0.076 *
Wb Right	91	0	0	-	7	98	0	0	-	0	98	0	0	-	0	98	0	0	-	0	98	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.700					0.756					0.756					0.749					0.749
LOS				B					C					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.007
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5556*				*444*	*6000*				*0*	*6000*				*-55*	*5945*				*0*	*5945*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 24.
N-S St: Newport Boulevard
E-W St: 19th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 6Ø E-W Split

Newport Boulevard at 19th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	37	1	1600	0.023		3	40	1	1600	0.025		0	40	1	1600	0.025		0	40	1	1600	0.025		0	40	1	1600	0.025	
Nb Thru	2430	3	4800	0.506	*	194	2624	3	4800	0.547	*	0	2624	3	4800	0.547	*	-1	2623	3	4800	0.547	*	0	2623	3	4800	0.547	*
Nb Right	16	1	1600	0.010		1	17	1	1600	0.011		0	17	1	1600	0.011		0	17	1	1600	0.011		0	17	1	1600	0.011	
Sb Left	181	1	1600	0.113	*	14	195	1	1600	0.122	*	0	195	1	1600	0.122	*	0	195	1	1600	0.122	*	0	195	1	1600	0.122	*
Sb Thru	2369	4	6400	0.449		190	2559	4	6400	0.485		0	2559	4	6400	0.485		-83	2476	4	6400	0.472		0	2476	4	6400	0.472	
Sb Right	505	0	0	-		40	545	0	0	-		0	545	0	0	-		0	545	0	0	-		0	545	0	0	-	
Eb Left	776	0	0	0.000		62	838	0	0	0.000		0	838	0	0	0.000		0	838	0	0	0.000		0	838	0	0	0.000	
Eb Thru	192	4	6400	0.151	*	15	207	4	6400	0.163	*	0	207	4	6400	0.163	*	0	207	4	6400	0.163	*	0	207	4	6400	0.163	*
Eb Right	13	1	1600	0.008		1	14	1	1600	0.009		0	14	1	1600	0.009		0	14	1	1600	0.009		0	14	1	1600	0.009	
Wb Left	38	1	1600	0.024		3	41	1	1600	0.026		0	41	1	1600	0.026		-2	39	1	1600	0.024		0	39	1	1600	0.024	
Wb Thru	142	4	6400	0.066	*	11	153	4	6400	0.071	*	0	153	4	6400	0.071	*	0	153	4	6400	0.071	*	0	153	4	6400	0.071	*
Wb Right	279	0	0	-		22	301	0	0	-		0	301	0	0	-		0	301	0	0	-		0	301	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000						0.000	*
ICU				0.836						0.903						0.903						0.903						0.903	
LOS				D						E						E						E						E	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6978*					*558*	*7536*					*0*	*7536*					*-86*	*7450*					*0*	*7450*				

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 24.
N-S St: Newport Boulevard
E-W St: 19th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015.xls
Control Type: 6Ø E-W Split

Newport Boulevard at 19th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	61	1	1600	0.038	5	66	1	1600	0.041	0	66	1	1600	0.041	0	66	1	1600	0.041	0	66	1	1600	0.041
Nb Thru	2466	3	4800	0.514 *	197	2663	3	4800	0.555 *	0	2663	3	4800	0.555 *	-34	2629	3	4800	0.548 *	0	2629	3	4800	0.548 *
Nb Right	46	1	1600	0.029	4	50	1	1600	0.031	0	50	1	1600	0.031	-1	49	1	1600	0.030	0	49	1	1600	0.030
Sb Left	209	1	1600	0.131 *	17	226	1	1600	0.141 *	0	226	1	1600	0.141 *	0	226	1	1600	0.141 *	0	226	1	1600	0.141 *
Sb Thru	2597	4	6400	0.521	208	2805	4	6400	0.563	0	2805	4	6400	0.563	-20	2785	4	6400	0.559	0	2785	4	6400	0.559
Sb Right	737	0	0	-	59	796	0	0	-	0	796	0	0	-	0	796	0	0	-	0	796	0	0	-
Eb Left	740	0	0	0.000	59	799	0	0	0.000	0	799	0	0	0.000	0	799	0	0	0.000	0	799	0	0	0.000
Eb Thru	200	4	6400	0.147 *	16	216	4	6400	0.159 *	0	216	4	6400	0.159 *	0	216	4	6400	0.159 *	0	216	4	6400	0.159 *
Eb Right	24	1	1600	0.015	2	26	1	1600	0.016	0	26	1	1600	0.016	0	26	1	1600	0.016	0	26	1	1600	0.016
Wb Left	61	1	1600	0.038	5	66	1	1600	0.041	0	66	1	1600	0.041	0	66	1	1600	0.041	0	66	1	1600	0.041
Wb Thru	283	4	6400	0.070 *	23	306	4	6400	0.075 *	0	306	4	6400	0.075 *	0	306	4	6400	0.075 *	0	306	4	6400	0.075 *
Wb Right	163	0	0	-	13	176	0	0	-	0	176	0	0	-	0	176	0	0	-	0	176	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.862					0.930					0.930					0.923					0.923
LOS				D					E					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.007
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	7587	607	8194	0	8194	-55	8139	0	8139

YEAR 2015 ALTERNATIVE

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 1.
N-S St: Orange Street
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Orange Street at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	13	0	0	0.000 *	0	13	0	0	0.000 *	0	50	0	0	0.000 *	0	50	0	0	0.000 *	0	50	0	0	0.000 *
Nb Thru	2	1	1600	0.010	0	2	1	1600	0.010	0	0	1	1600	0.031	0	0	1	1600	0.031	0	0	1	1600	0.031
Nb Right	58	1	1600	0.036	0	58	1	1600	0.036	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Sb Left	31	0	0	0.000	0	31	0	0	0.000	0	50	0	0	0.000	0	50	0	0	0.000	0	50	0	0	0.000
Sb Thru	0	1	1600	0.029 *	0	0	1	1600	0.029 *	0	0	1	1600	0.044 *	0	0	1	1600	0.044 *	0	0	1	1600	0.044 *
Sb Right	16	0	0	-	0	16	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Eb Left	19	1	1600	0.012	0	19	1	1600	0.012	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Eb Thru	2894	3	4800	0.605 *	0	2894	3	4800	0.605 *	0	3580	3	4800	0.750 *	-20	3560	3	4800	0.746 *	0	3560	3	4800	0.746 *
Eb Right	12	0	0	-	0	12	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	12	1	1600	0.008 *	0	12	1	1600	0.008 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *
Wb Thru	1032	3	4800	0.215	0	1032	3	4800	0.215	0	1320	3	4800	0.275	10	1330	3	4800	0.277	0	1330	3	4800	0.277
Wb Right	11	1	1600	0.007	0	11	1	1600	0.007	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Yellow Allpwance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.642					0.642					0.807					0.803					0.803
LOS				B					B					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.004
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	4101	0	4101	0	5160	-10	5150	0	5150

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(714) 641-1587

Intersection: 1.
N-S St: Orange Street
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Orange Street at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	24	0	0	0.000 *	0	24	0	0	0.000 *	0	40	0	0	0.000	0	40	0	0	0.000	0	40	0	0	0.000
Nb Thru	5	1	1600	0.018	0	5	1	1600	0.018	0	10	1	1600	0.031	0	10	1	1600	0.031	0	10	1	1600	0.031
Nb Right	38	1	1600	0.024	0	38	1	1600	0.024	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Sb Left	31	0	0	0.000	0	31	0	0	0.000	0	20	0	0	0.000	0	20	0	0	0.000	0	20	0	0	0.000
Sb Thru	3	1	1600	0.031 *	0	3	1	1600	0.031 *	0	0	1	1600	0.031	0	0	1	1600	0.031	0	0	1	1600	0.031
Sb Right	16	0	0	-	0	16	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Eb Left	38	1	1600	0.024 *	0	38	1	1600	0.024 *	0	40	1	1600	0.025 *	0	40	1	1600	0.025 *	0	40	1	1600	0.025 *
Eb Thru	1245	3	4800	0.262	0	1245	3	4800	0.262	0	1690	3	4800	0.358	0	1690	3	4800	0.358	0	1690	3	4800	0.358
Eb Right	11	0	0	-	0	11	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Wb Left	37	1	1600	0.023	0	37	1	1600	0.023	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Wb Thru	3037	3	4800	0.633 *	0	3037	3	4800	0.633 *	0	3320	3	4800	0.692 *	-20	3300	3	4800	0.688 *	0	3300	3	4800	0.688 *
Wb Right	41	1	1600	0.026	0	41	1	1600	0.026	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.688					0.688					0.748					0.744					0.744
LOS				B					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.004
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4526*				*0*	*4526*				*0*	*5300*				*-20*	*5280*				*0*	*5280*			

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Intersection: 2.
N-S St: Prospect Street
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Prospect Street at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	13	0	0	0.000 *	0	13	0	0	0.000 *	0	20	0	0	0.000 *	0	20	0	0	0.000 *	0	20	0	0	0.000 *
Nb Thru	2	1	1600	0.009	0	2	1	1600	0.009	0	10	1	1600	0.019	0	10	1	1600	0.019	0	10	1	1600	0.019
Nb Right	38	1	1600	0.024	0	38	1	1600	0.024	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Sb Left	223	0	0	0.000	0	223	0	0	0.000	0	150	0	0	0.000	0	150	0	0	0.000	0	150	0	0	0.000
Sb Thru	0	1	1600	0.150 *	0	0	1	1600	0.150 *	0	0	1	1600	0.094 *	0	0	1	1600	0.094 *	0	0	1	1600	0.094 *
Sb Right	17	0	0	-	0	17	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	11	1	1600	0.007	0	11	1	1600	0.007	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Eb Thru	2929	3	4800	0.612 *	0	2929	3	4800	0.612 *	0	3700	3	4800	0.773 *	-30	3670	3	4800	0.767 *	0	3670	3	4800	0.767 *
Eb Right	8	0	0	-	0	8	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	16	1	1600	0.010 *	0	16	1	1600	0.010 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *
Wb Thru	1071	3	4800	0.228	0	1071	3	4800	0.228	0	1350	3	4800	0.283	10	1360	3	4800	0.285	0	1360	3	4800	0.285
Wb Right	24	0	0	-	0	24	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.772					0.772					0.873					0.867					0.867
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.006
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4352*				*0*	*4352*				*0*	*5320*				*-20*	*5300*				*0*	*5300*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 2.
N-S St: Prospect Street
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 5Ø Traffic Signal

Prospect Street at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	5	0	0	0.000 *	0	5	0	0	0.000 *	0	10	0	0	0.000 *	0	10	0	0	0.000 *	0	10	0	0	0.000 *
Nb Thru	2	1	1600	0.004	0	2	1	1600	0.004	0	0	1	1600	0.006	0	0	1	1600	0.006	0	0	1	1600	0.006
Nb Right	26	1	1600	0.016	0	26	1	1600	0.016	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Sb Left	62	0	0	0.000	0	62	0	0	0.000	0	90	0	0	0.000	0	90	0	0	0.000	0	90	0	0	0.000
Sb Thru	1	1	1600	0.044 *	0	1	1	1600	0.044 *	0	0	1	1600	0.069 *	0	0	1	1600	0.069 *	0	0	1	1600	0.069 *
Sb Right	8	0	0	-	0	8	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Eb Left	38	1	1600	0.024 *	0	38	1	1600	0.024 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *
Eb Thru	1215	3	4800	0.254	0	1215	3	4800	0.254	0	1740	3	4800	0.367	-10	1730	3	4800	0.365	0	1730	3	4800	0.365
Eb Right	5	0	0	-	0	5	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	26	1	1600	0.016	0	26	1	1600	0.016	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Wb Thru	2752	3	4800	0.582 *	0	2752	3	4800	0.582 *	0	3300	3	4800	0.692 *	-10	3290	3	4800	0.690 *	0	3290	3	4800	0.690 *
Wb Right	41	0	0	-	0	41	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.650					0.650					0.774					0.772					0.772
LOS				B					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4181*				*0*	*4181*				*0*	*5280*				*-20*	*5260*				*0*	*5260*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 3.
N-S St: Balboa Blvd/Superior Ave
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 6Ø N-S Split

Balboa Blvd/Superior Ave at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/25/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	204	1	1600	0.128	0	204	1	1600	0.128	0	210	1	1600	0.131
Nb Thru	327	2	3200	0.130 *	0	327	2	3200	0.130 *	0	430	2	3200	0.163 *
Nb Right	90	0	0	-	0	90	0	0	-	0	90	0	0	-
Sb Left	172	1	1600	0.107 *	0	172	1	1600	0.107 *	0	210	1	1600	0.131 *
Sb Thru	122	2	3200	0.038	0	122	2	3200	0.038	0	190	2	3200	0.059
Sb Right	189	2	3200	0.059	0	189	2	3200	0.059	0	120	2	3200	0.038
Eb Left	998	2	3200	0.312	0	998	2	3200	0.312	0	1000	2	3200	0.313
Eb Thru	2264	3	4800	0.472 *	0	2264	3	4800	0.472 *	0	2640	3	4800	0.550 *
Eb Right	240	1	1600	0.150	0	240	1	1600	0.150	0	230	1	1600	0.144
Wb Left	62	1	1600	0.039 *	0	62	1	1600	0.039 *	0	70	1	1600	0.044 *
Wb Thru	588	4	6400	0.124	0	588	4	6400	0.124	0	550	4	6400	0.117
Wb Right	208	0	0	-	0	208	0	0	-	0	200	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *
ICU				0.748					0.748					0.888
LOS				C					C					D

	2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	210	1	1600	0.131	0	210	1	1600	0.131
Nb Thru	10	440	2	3200	0.163 *	0	440	2	3200	0.163 *
Nb Right	-10	80	0	0	-	0	80	0	0	-
Sb Left	10	220	1	1600	0.138 *	0	220	1	1600	0.138 *
Sb Thru	0	190	2	3200	0.059	0	190	2	3200	0.059
Sb Right	0	120	2	3200	0.038	0	120	2	3200	0.038
Eb Left	30	1030	2	3200	0.322	0	1030	2	3200	0.322
Eb Thru	-60	2580	3	4800	0.538 *	0	2580	3	4800	0.538 *
Eb Right	0	230	1	1600	0.144	0	230	1	1600	0.144
Wb Left	0	70	1	1600	0.044 *	0	70	1	1600	0.044 *
Wb Thru	0	550	4	6400	0.117	0	550	4	6400	0.117
Wb Right	0	200	0	0	-	0	200	0	0	-
Yellow Allowance:					0.000 *					0.000 *
ICU					0.883					0.883
LOS					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.005
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	Existing	Ambient Added	Ambient Total	Cumulative Added	Cumulative Total	Project Added	Project Total	Mitigation Added	Mitigation Total
Total Vol.	5464	0	5464	0	5940	-20	5920	0	5920

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Intersection: 3.
N-S St: Balboa Blvd/Superior Ave
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 8Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Balboa Blvd/Superior Ave at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/25/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	264	1	1600	0.165 *	0	264	1	1600	0.165 *	0	400	1	1600	0.250 *	10	410	1	1600	0.256 *	0	410	1	1600	0.256 *
Nb Thru	209	2	3200	0.066	0	209	2	3200	0.066	0	250	2	3200	0.106	10	260	2	3200	0.103	0	260	2	3200	0.103
Nb Right	66	0	0	-	0	66	0	0	-	0	90	0	0	-	-20	70	0	0	-	0	70	0	0	-
Sb Left	165	1	1600	0.103	0	165	1	1600	0.103	0	160	1	1600	0.100	-30	130	1	1600	0.081	0	130	1	1600	0.081
Sb Thru	237	2	3200	0.074	0	237	2	3200	0.074	0	360	2	3200	0.113	0	360	2	3200	0.113	0	360	2	3200	0.113
Sb Right	745	2	3200	0.233 *	0	745	2	3200	0.233 *	0	820	2	3200	0.256 *	30	850	2	3200	0.266 *	0	850	2	3200	0.266 *
Eb Left	258	2	3200	0.080	0	258	2	3200	0.080	0	300	2	3200	0.094	0	300	2	3200	0.094	0	300	2	3200	0.094
Eb Thru	1181	3	4800	0.246	0	1181	3	4800	0.246	0	1380	3	4800	0.288	0	1380	3	4800	0.288	0	1380	3	4800	0.288
Eb Right	227	1	1600	0.142	0	227	1	1600	0.142	0	320	1	1600	0.200	0	320	1	1600	0.200	0	320	1	1600	0.200
Wb Left	148	1	1600	0.093	0	148	1	1600	0.093	0	210	1	1600	0.131	-10	200	1	1600	0.125	0	200	1	1600	0.125
Wb Thru	2187	4	6400	0.363 *	0	2187	4	6400	0.363 *	0	2740	4	6400	0.450 *	-30	2710	4	6400	0.441 *	0	2710	4	6400	0.441 *
Wb Right	135	0	0	-	0	135	0	0	-	0	140	0	0	-	-30	110	0	0	-	0	110	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.761					0.761					0.956					0.963					0.963
LOS				C					C					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.007
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5821*				*0*	*5821*				*0*	*7170*				*-70*	*7100*				*0*	*7100*			

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Intersection: 4.
N-S St: Riverside Avenue
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Riverside Avenue at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	2	0	0	0.000 *	0	2	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	6	1	1600	0.005	0	6	1	1600	0.005	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	86	0	0	0.000	0	86	0	0	0.000	0	70	0	0	0.000	0	70	0	0	0.000	0	70	0	0	0.000
Sb Thru	15	1	1600	0.063 *	0	15	1	1600	0.063 *	0	10	1	1600	0.050 *	0	10	1	1600	0.050 *	0	10	1	1600	0.050 *
Sb Right	304	1	1600	0.190	0	304	1	1600	0.190	0	310	1	1600	0.194	-10	300	1	1600	0.188	0	300	1	1600	0.188
Eb Left	283	1	1600	0.177	0	283	1	1600	0.177	0	250	1	1600	0.156	10	260	1	1600	0.163	0	260	1	1600	0.163
Eb Thru	2115	2	3200	0.667 *	0	2115	2	3200	0.667 *	0	2410	2	3200	0.756 *	-10	2400	2	3200	0.753 *	0	2400	2	3200	0.753 *
Eb Right	18	0	0	-	0	18	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	9	1	1600	0.006 *	0	9	1	1600	0.006 *	0	0	1	1600	0.000 *	0	0	1	1600	0.000 *	0	0	1	1600	0.000 *
Wb Thru	1244	3	4800	0.259	0	1244	3	4800	0.259	0	1460	3	4800	0.304	-30	1430	3	4800	0.298	0	1430	3	4800	0.298
Wb Right	69	1	1600	0.043	0	69	1	1600	0.043	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.736					0.736					0.806					0.803					0.803
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.003
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4151*		*0*	*4151*			*0*	*4560*			*-40*	*4520*				*0*	*4520*			

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Intersection: 4.
N-S St: Riverside Avenue
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Riverside Avenue at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	26	0	0	0.000 *	0	26	0	0	0.000 *	0	20	0	0	0.000 *	0	20	0	0	0.000 *	0	20	0	0	0.000 *
Nb Thru	7	1	1600	0.030	0	7	1	1600	0.030	0	10	1	1600	0.025	0	10	1	1600	0.025	0	10	1	1600	0.025
Nb Right	14	0	0	-	0	14	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Sb Left	85	0	0	0.000	0	85	0	0	0.000	0	110	0	0	0.000	0	110	0	0	0.000	0	110	0	0	0.000
Sb Thru	7	1	1600	0.057	0	7	1	1600	0.057	0	10	1	1600	0.075	0	10	1	1600	0.075	0	10	1	1600	0.075
Sb Right	437	1	1600	0.273 *	0	437	1	1600	0.273 *	0	420	1	1600	0.263 *	0	420	1	1600	0.263 *	0	420	1	1600	0.263 *
Eb Left	271	1	1600	0.169	0	271	1	1600	0.169	0	290	1	1600	0.181	-10	280	1	1600	0.175	0	280	1	1600	0.175
Eb Thru	1543	2	3200	0.489	0	1543	2	3200	0.489	0	1870	2	3200	0.588	-10	1860	2	3200	0.584	0	1860	2	3200	0.584
Eb Right	21	0	0	-	0	21	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	28	1	1600	0.018	0	28	1	1600	0.018	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Wb Thru	2454	3	4800	0.511 *	0	2454	3	4800	0.511 *	0	2650	3	4800	0.552 *	-10	2640	3	4800	0.550 *	0	2640	3	4800	0.550 *
Wb Right	66	1	1600	0.041	0	66	1	1600	0.041	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.784					0.784					0.816					0.813					0.813
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4960*				*0*	*4960*				*0*	*5460*				*-30*	*5430*				*0*	*5430*			

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Intersection: 5.
N-S St: Tustin Avenue
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Tustin Avenue at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	36	0	0	0.000	0	36	0	0	0.000	0	60	0	0	0.000	0	60	0	0	0.000	0	60	0	0	0.000
Sb Thru	0	1	1600	0.033 *	0	0	1	1600	0.033 *	0	0	1	1600	0.056 *	0	0	1	1600	0.056 *	0	0	1	1600	0.056 *
Sb Right	16	0	0	-	0	16	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Eb Left	27	1	1600	0.017	0	27	1	1600	0.017	0	10	1	1600	0.006	-10	0	1	1600	0.000	0	0	1	1600	0.000
Eb Thru	2263	2	3200	0.707 *	0	2263	2	3200	0.707 *	0	2540	2	3200	0.794 *	0	2540	2	3200	0.794 *	0	2540	2	3200	0.794 *
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	1248	3	4800	0.260	0	1248	3	4800	0.260	0	1570	3	4800	0.327	-20	1550	3	4800	0.323	0	1550	3	4800	0.323
Wb Right	39	1	1600	0.025	0	39	1	1600	0.025	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.740					0.740					0.860					0.860					0.860
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3631*	*0 3631*	*0 4260*	*-30 4230*	*0 4230*

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Intersection: 5.
N-S St: Tustin Avenue
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Tustin Avenue at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	1	0	0	0.000 *	0	1	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	1	1600	0.004	0	0	1	1600	0.004	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Nb Right	6	0	0	-	0	6	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	45	0	0	0.000	0	45	0	0	0.000	0	70	0	0	0.000	0	70	0	0	0.000	0	70	0	0	0.000
Sb Thru	0	1	1600	0.054 *	0	0	1	1600	0.054 *	0	0	1	1600	0.069 *	0	0	1	1600	0.069 *	0	0	1	1600	0.069 *
Sb Right	40	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Eb Left	32	1	1600	0.020 *	0	32	1	1600	0.020 *	0	100	1	1600	0.063 *	0	100	1	1600	0.063 *	0	100	1	1600	0.063 *
Eb Thru	1563	2	3200	0.491	0	1563	2	3200	0.491	0	1910	2	3200	0.597	-20	1890	2	3200	0.591	0	1890	2	3200	0.591
Eb Right	7	0	0	-	0	7	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	2487	3	4800	0.518 *	0	2487	3	4800	0.518 *	0	2720	3	4800	0.567 *	0	2720	3	4800	0.567 *	0	2720	3	4800	0.567 *
Wb Right	47	1	1600	0.030	0	47	1	1600	0.030	0	100	1	1600	0.063	0	100	1	1600	0.063	0	100	1	1600	0.063
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.592					0.592					0.699					0.699					0.699
LOS				A					A					B					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4230*	*0 4230*	*0 4940*	*-20 4920*	*0 4920*

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(714) 641-1587

Intersection: 6.
N-S St: Bay Shore Drive/Dover Drive
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052852\ICUYear2015Alt.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Bay Shore Drive/Dover Drive at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	51	1	1600	0.032	0	51	1	1600	0.032	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Nb Thru	55	2	3200	0.037 *	0	55	2	3200	0.037 *	0	60	2	3200	0.038 *	0	60	2	3200	0.038 *	0	60	2	3200	0.038 *
Nb Right	64	0	0	-	0	64	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Sb Left	1077	3	4800	0.224 *	0	1077	3	4800	0.224 *	0	1050	3	4800	0.219 *	-10	1040	3	4800	0.217 *	0	1040	3	4800	0.217 *
Sb Thru	74	1	1600	0.046	0	74	1	1600	0.046	0	80	1	1600	0.050	10	90	1	1600	0.056	0	90	1	1600	0.056
Sb Right	173	1	1600	0.108	0	173	1	1600	0.108	0	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044
Eb Left	129	2	3200	0.040	0	129	2	3200	0.040	0	170	2	3200	0.053	0	170	2	3200	0.053	0	170	2	3200	0.053
Eb Thru	2196	3	4800	0.464 *	0	2196	3	4800	0.464 *	0	2260	3	4800	0.473 *	0	2260	3	4800	0.473 *	0	2260	3	4800	0.473 *
Eb Right	32	0	0	-	0	32	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	29	1	1600	0.018 *	0	29	1	1600	0.018 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *
Wb Thru	1293	3	4800	0.269	0	1293	3	4800	0.269	0	1510	3	4800	0.315	-20	1490	3	4800	0.310	0	1490	3	4800	0.310
Wb Right	678	Free	9999999	0.000	0	678	Free	9999999	0.000	0	710	Free	9999999	0.000	0	710	Free	9999999	0.000	0	710	Free	9999999	0.000
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.743					0.743					0.761					0.759					0.759
LOS				C					C					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	5851	0	5851	0	6050	-20	6030	0	6030

LINSCOTT; LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 6.
N-S St: Bay Shore Drive/Dover Drive
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Bay Shore Drive/Dover Drive at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	28	1	1600	0.017	0	28	1	1600	0.017	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Nb Thru	63	2	3200	0.034 *	0	63	2	3200	0.034 *	0	90	2	3200	0.047 *	0	90	2	3200	0.047 *	0	90	2	3200	0.047 *
Nb Right	46	0	0	-	0	46	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Sb Left	993	3	4800	0.207 *	0	993	3	4800	0.207 *	0	1050	3	4800	0.219 *	-10	1040	3	4800	0.217 *	0	1040	3	4800	0.217 *
Sb Thru	66	1	1600	0.041	0	66	1	1600	0.041	0	80	1	1600	0.050	0	80	1	1600	0.050	0	80	1	1600	0.050
Sb Right	196	1	1600	0.122	0	196	1	1600	0.122	0	110	1	1600	0.069	0	110	1	1600	0.069	0	110	1	1600	0.069
Eb Left	156	2	3200	0.049 *	0	156	2	3200	0.049 *	0	130	2	3200	0.041 *	0	130	2	3200	0.041 *	0	130	2	3200	0.041 *
Eb Thru	1755	3	4800	0.372	0	1755	3	4800	0.372	0	1780	3	4800	0.371	-20	1740	3	4800	0.367	0	1740	3	4800	0.367
Eb Right	29	0	0	-	0	29	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	60	1	1600	0.038	0	60	1	1600	0.038	0	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044
Wb Thru	2394	3	4800	0.499 *	0	2394	3	4800	0.499 *	0	2650	3	4800	0.552 *	0	2650	3	4800	0.552 *	0	2650	3	4800	0.552 *
Wb Right	1267	Free	9999999	0.000	0	1267	Free	9999999	0.000	0	1220	Free	9999999	0.000	0	1220	Free	9999999	0.000	0	1220	Free	9999999	0.000
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.789					0.789					0.859					0.867					0.867
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*7053*				*0*	*7063*				*0*	*7260*				*-30*	*7230*				*0*	*7230*			

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 7.
N-S St: Bayside Drive
E-W St: East Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Bayside Drive at East Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	398	0	0	0.000	0	398	0	0	0.000	0	410	0	0	0.000	10	420	0	0	0.000	0	420	0	0	0.000
Nb Thru	17	3	4800	0.094 *	0	17	3	4800	0.094 *	0	30	3	4800	0.106 *	0	30	3	4800	0.110 *	0	30	3	4800	0.110 *
Nb Right	35	0	0	-	0	35	0	0	-	0	80	0	0	-	0	80	0	0	-	0	80	0	0	-
Sb Left	19	1	1600	0.012	0	19	1	1600	0.012	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Sb Thru	9	1	1600	0.017 *	0	9	1	1600	0.017 *	0	10	1	1600	0.038 *	0	10	1	1600	0.038 *	0	10	1	1600	0.038 *
Sb Right	18	0	0	-	0	18	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Eb Left	26	1	1600	0.016	0	26	1	1600	0.016	0	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038
Eb Thru	2828	3	4800	0.589 *	0	2828	3	4800	0.589 *	0	3070	3	4800	0.640 *	10	3080	3	4800	0.642 *	0	3080	3	4800	0.642 *
Eb Right	347	1	1600	0.217	0	347	1	1600	0.217	0	380	1	1600	0.238	-10	370	1	1600	0.231	0	370	1	1600	0.231
Wb Left	63	1	1600	0.039 *	0	63	1	1600	0.039 *	0	90	1	1600	0.056 *	10	100	1	1600	0.063 *	0	100	1	1600	0.063 *
Wb Thru	1421	4	6400	0.224	0	1421	4	6400	0.224	0	1710	4	6400	0.280	-20	1690	4	6400	0.277	0	1690	4	6400	0.277
Wb Right	14	0	0	-	0	14	0	0	-	0	80	0	0	-	0	80	0	0	-	0	80	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.739					0.739					0.842					0.853					0.853
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.011
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5196*	*0*	*5196*	*0*	*6020*	*0*	*6020*	*0*	*6020*	

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 7.
N-S St: Bayside Drive
E-W St: East Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 8Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Bayside Drive at East Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	482	0	0	0.000		0	482	0	0	0.000		0	320	0	0	0.000		0	320	0	0	0.000		0	320	0	0	0.000	
Nb Thru	17	3	4800	0.110	*	0	17	3	4800	0.110	*	0	10	3	4800	0.069	*	0	10	3	4800	0.067	*	0	10	3	4800	0.067	*
Nb Right	29	0	0	-		0	29	0	0	-		0	0	0	0	-		-10	-10	0	0	-		0	-10	0	0	-	
Sb Left	27	1	1600	0.017		0	27	1	1600	0.017		0	100	1	1600	0.063	*	0	100	1	1600	0.063	*	0	100	1	1600	0.063	*
Sb Thru	11	1	1600	0.026	*	0	11	1	1600	0.026	*	0	10	1	1600	0.056		0	10	1	1600	0.056		0	10	1	1600	0.056	
Sb Right	30	0	0	-		0	30	0	0	-		0	80	0	0	-		0	80	0	0	-		0	80	0	0	-	
Eb Left	48	1	1600	0.030	*	0	48	1	1600	0.030	*	0	90	1	1600	0.056	*	0	90	1	1600	0.056	*	0	90	1	1600	0.056	*
Eb Thru	1966	3	4800	0.410		0	1966	3	4800	0.410		0	2130	3	4800	0.444		0	2130	3	4800	0.444		0	2130	3	4800	0.444	
Eb Right	428	1	1600	0.268		0	428	1	1600	0.268		0	600	1	1600	0.375		-10	590	1	1600	0.369		0	590	1	1600	0.369	
Wb Left	75	1	1600	0.047		0	75	1	1600	0.047		0	30	1	1600	0.019		0	30	1	1600	0.019		0	30	1	1600	0.019	
Wb Thru	3056	4	6400	0.482	*	0	3056	4	6400	0.482	*	0	3540	4	6400	0.564	*	0	3540	4	6400	0.564	*	0	3540	4	6400	0.564	*
Wb Right	29	0	0	-		0	29	0	0	-		0	70	0	0	-		0	70	0	0	-		0	70	0	0	-	
Yellow Allowance:				0.000	+					0.000	+					0.000	+					0.000	+					0.000	+
ICU				0.648						0.648						0.752						0.760						0.760	
LOS				B						B						C						C						C	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6200*	*0 6200*	*0 6980*	*-20 6960*	*0 6960*

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 8.
N-S St: Jamboree Road
E-W St: East Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 8Ø Traffic Signal

Jamboree Road at East Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	30	1	1600	0.018	0	30	1	1600	0.018	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Nb Thru	439	2	3200	0.193 *	0	439	2	3200	0.193 *	0	500	2	3200	0.188 *	-10	490	2	3200	0.184 *	0	490	2	3200	0.184 *
Nb Right	177	0	0	-	0	177	0	0	-	0	100	0	0	-	0	100	0	0	-	0	100	0	0	-
Sb Left	221	1	1600	0.138 *	0	221	1	1600	0.138 *	0	150	1	1600	0.094 *	0	150	1	1600	0.094 *	0	150	1	1600	0.094 *
Sb Thru	311	2	3200	0.097	0	311	2	3200	0.097	0	240	2	3200	0.075	0	240	2	3200	0.075	0	240	2	3200	0.075
Sb Right	682	Free	9999999	0.000	0	682	Free	9999999	0.000	0	750	Free	9999999	0.000	-10	740	Free	9999999	0.000	0	740	Free	9999999	0.000
Eb Left	1222	3	4800	0.255 *	0	1222	3	4800	0.255 *	0	1230	3	4800	0.256 *	-10	1220	3	4800	0.254 *	0	1220	3	4800	0.254 *
Eb Thru	1941	4	6400	0.308	0	1941	4	6400	0.308	0	1930	4	6400	0.305	10	1940	4	6400	0.308	0	1940	4	6400	0.308
Eb Right	31	0	0	-	0	31	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	138	2	3200	0.043	0	138	2	3200	0.043	0	90	2	3200	0.028	0	90	2	3200	0.028	0	90	2	3200	0.028
Wb Thru	1049	4	6400	0.164 *	0	1049	4	6400	0.164 *	0	1130	4	6400	0.177 *	0	1130	4	6400	0.177 *	0	1130	4	6400	0.177 *
Wb Right	216	1	1600	0.135	0	216	1	1600	0.135	0	120	1	1600	0.075	0	120	1	1600	0.075	0	120	1	1600	0.075
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.760					0.760					0.716					0.709					0.709
LOS				C					C					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.006
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6436*	*0*	*6436*	*0*	*6280*	*-20*	*6260*	*0*	*6260*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 8.
N-S St: Jamboree Road
E-W St: East Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Jamboree Road at East Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	50	1	1600	0.031		0	50	1	1600	0.031		0	40	1	1600	0.025		0	40	1	1600	0.025		0	40	1	1600	0.025	
Nb Thru	286	2	3200	0.117	*	0	286	2	3200	0.117	*	0	380	2	3200	0.147	*	-20	340	2	3200	0.141	*	0	340	2	3200	0.141	*
Nb Right	86	0	0	-		0	86	0	0	-		0	110	0	0	-		0	110	0	0	-		0	110	0	0	-	
Sb Left	255	1	1600	0.159	*	0	255	1	1600	0.159	*	0	150	1	1600	0.094	*	0	150	1	1600	0.094	*	0	150	1	1600	0.094	*
Sb Thru	727	2	3200	0.227		0	727	2	3200	0.227		0	550	2	3200	0.172		0	550	2	3200	0.172		0	550	2	3200	0.172	
Sb Right	1322	Free	9999999	0.000		0	1322	Free	9999999	0.000		0	1650	Free	9999999	0.000		0	1650	Free	9999999	0.000		0	1650	Free	9999999	0.000	
Eb Left	880	3	4800	0.183	*	0	880	3	4800	0.183	*	0	740	3	4800	0.154	*	0	740	3	4800	0.154	*	0	740	3	4800	0.154	*
Eb Thru	1626	4	6400	0.258		0	1626	4	6400	0.258		0	1530	4	6400	0.244		0	1530	4	6400	0.244		0	1530	4	6400	0.244	
Eb Right	28	0	0	-		0	28	0	0	-		0	30	0	0	-		0	30	0	0	-		0	30	0	0	-	
Wb Left	189	2	3200	0.059		0	189	2	3200	0.059		0	210	2	3200	0.066		0	210	2	3200	0.066		0	210	2	3200	0.066	
Wb Thru	2046	4	6400	0.320	*	0	2046	4	6400	0.320	*	0	2090	4	6400	0.327	*	0	2090	4	6400	0.327	*	0	2090	4	6400	0.327	*
Wb Right	234	1	1600	0.146		0	234	1	1600	0.146		0	130	1	1600	0.081		0	130	1	1600	0.081		0	130	1	1600	0.081	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.779						0.779						0.722						0.716						0.716	
LOS				C						C						C						C						C	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.006
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*7730*					*0*	*7730*					*0*	*7590*					*-20*	*7570*					*0*	*7570*				

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 9.
N-S St: Newport Boulevard
E-W St: Via Lido
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Via Lido
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	1308	3	4800	0.277 *	0	1308	3	4800	0.277 *	0	1690	3	4800	0.356 *	10	1700	3	4800	0.358 *	0	1700	3	4800	0.358 *
Nb Right	23	0	0	-	0	23	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Sb Left	415	2	3200	0.130 *	0	415	2	3200	0.130 *	0	510	2	3200	0.159 *	-10	500	2	3200	0.156 *	0	500	2	3200	0.156 *
Sb Thru	853	3	4800	0.178	0	853	3	4800	0.178	0	730	3	4800	0.152	0	730	3	4800	0.152	0	730	3	4800	0.152
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	9	1	1600	0.006	0	9	1	1600	0.006	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	402	2	3200	0.126	0	402	2	3200	0.126	0	400	2	3200	0.125	-10	390	2	3200	0.122	0	390	2	3200	0.122
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.413					0.413					0.528					0.527					0.527
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.001
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3010*				*0*	*3010*				*0*	*3370*				*-10*	*3360*				*0*	*3360*			

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
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Intersection: 9,
N-S St: Newport Boulevard
E-W St: Via Lido
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Via Lido
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	1197	3	4800	0.260	0	1197	3	4800	0.260	0	990	3	4800	0.213 *	0	990	3	4800	0.213 *	0	990	3	4800	0.213 *
Nb Right	49	0	0	-	0	49	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Sb Left	527	2	3200	0.165	0	527	2	3200	0.165	0	580	2	3200	0.181 *	0	580	2	3200	0.181 *	0	580	2	3200	0.181 *
Sb Thru	2104	3	4800	0.438 *	0	2104	3	4800	0.438 *	0	1460	3	4800	0.304	0	1460	3	4800	0.304	0	1460	3	4800	0.304
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	29	1	1600	0.018	0	29	1	1600	0.018	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	524	2	3200	0.164	0	524	2	3200	0.164	0	470	2	3200	0.147	0	470	2	3200	0.147	0	470	2	3200	0.147
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.456					0.456					0.419					0.419					0.419
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4431*	*0*	*4431*	*0*	*3570*	*0*	*3570*	*0*	*3570*

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Intersection: 10.
N-S St: Newport Boulevard
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\CUYear2015Alt.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Hospital Road
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	128	1	1600	0.080 *	0	128	1	1600	0.080 *	0	160	1	1600	0.100	-30	130	1	1600	0.081	0	130	1	1600	0.081
Nb Thru	1556	3	4800	0.324	0	1556	3	4800	0.324	0	2000	3	4800	0.417 *	-20	1980	3	4800	0.413 *	0	1980	3	4800	0.413 *
Nb Right	74	1	1600	0.046	0	74	1	1600	0.046	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Sb Left	52	1	1600	0.032	0	52	1	1600	0.032	0	110	1	1600	0.069 *	0	110	1	1600	0.069 *	0	110	1	1600	0.069 *
Sb Thru	1152	3	4800	0.323 *	0	1152	3	4800	0.323 *	0	1150	3	4800	0.290	-130	1020	3	4800	0.281	0	1020	3	4800	0.281
Sb Right	400	0	0	-	0	400	0	0	-	0	240	0	0	-	90	330	0	0	-	0	330	0	0	-
Eb Left	162	2	3200	0.051 *	0	162	2	3200	0.051 *	0	210	2	3200	0.066	10	220	2	3200	0.069	0	220	2	3200	0.069
Eb Thru	132	1	1600	0.083	0	132	1	1600	0.083	0	250	1	1600	0.156 *	-60	190	1	1600	0.119 *	0	190	1	1600	0.119 *
Eb Right	262	1	1600	0.163	0	262	1	1600	0.163	0	150	1	1600	0.094	70	220	1	1600	0.138	0	220	1	1600	0.138
Wb Left	84	1	1600	0.052	0	84	1	1600	0.052	0	80	1	1600	0.050 *	0	80	1	1600	0.050 *	0	80	1	1600	0.050 *
Wb Thru	224	2	3200	0.096 *	0	224	2	3200	0.096 *	0	220	2	3200	0.084	0	220	2	3200	0.084	0	220	2	3200	0.084
Wb Right	84	0	0	-	0	84	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.550					0.550					0.692					0.651					0.651
LOS				A					A					B					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.041
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4309*				*0*	*4309*				*0*	*4640*				*-70*	*4570*				*0*	*4570*			

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 10.
N-S St: Newport Boulevard
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 8Ø Traffic Signal

Newport Boulevard at Hospital Road
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	148	1	1600	0.093 *	0	148	1	1600	0.093 *	0	220	1	1600	0.138 *	-10	210	1	1600	0.131 *	0	210	1	1600	0.131 *
Nb Thru	1511	3	4800	0.315	0	1511	3	4800	0.315	0	1160	3	4800	0.242	-10	1150	3	4800	0.240	0	1150	3	4800	0.240
Nb Right	119	1	1600	0.074	0	119	1	1600	0.074	0	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044
Sb Left	45	1	1600	0.028	0	45	1	1600	0.028	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Sb Thru	1755	3	4800	0.410 *	0	1755	3	4800	0.410 *	0	1860	3	4800	0.427 *	-60	1800	3	4800	0.421 *	0	1800	3	4800	0.421 *
Sb Right	214	0	0	-	0	214	0	0	-	0	190	0	0	-	30	220	0	0	-	0	220	0	0	-
Eb Left	300	2	3200	0.094	0	300	2	3200	0.094	0	190	2	3200	0.059	0	190	2	3200	0.059	0	190	2	3200	0.059
Eb Thru	135	1	1600	0.084 *	0	135	1	1600	0.084 *	0	270	1	1600	0.169 *	-10	260	1	1600	0.163 *	0	260	1	1600	0.163 *
Eb Right	260	1	1600	0.162	0	260	1	1600	0.162	0	-10	1	1600	-0.006	60	50	1	1600	0.031	0	50	1	1600	0.031
Wb Left	150	1	1600	0.094 *	0	150	1	1600	0.094 *	0	330	1	1600	0.206 *	-10	320	1	1600	0.200 *	0	320	1	1600	0.200 *
Wb Thru	181	2	3200	0.067	0	181	2	3200	0.067	0	170	2	3200	0.078	10	180	2	3200	0.081	0	180	2	3200	0.081
Wb Right	34	0	0	-	0	34	0	0	-	0	80	0	0	-	0	80	0	0	-	0	80	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.681					0.681					0.940					0.916					0.916
LOS				B					B					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.025
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	4854	0	4854	0	4580	0	4580	0	4580

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Intersection: 11.
N-S St: Placentia Avenue
E-W St: Superior Avenue
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Placentia Avenue at Superior Avenue
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	12	0	0	0.000 *	0	12	0	0	0.000 *	0	10	0	0	0.000 *	0	10	0	0	0.000 *	0	10	0	0	0.000 *
Nb Thru	232	2	3200	0.091	0	232	2	3200	0.091	0	320	2	3200	0.119	0	320	2	3200	0.119	0	320	2	3200	0.119
Nb Right	47	0	0	-	0	47	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Sb Left	12	1	1600	0.008	0	12	1	1600	0.008	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Sb Thru	328	1	1600	0.205 *	0	328	1	1600	0.205 *	0	400	1	1600	0.250 *	-20	380	1	1600	0.238 *	0	380	1	1600	0.238 *
Sb Right	236	1	1600	0.148	0	236	1	1600	0.148	0	280	1	1600	0.175	20	300	1	1600	0.188	0	300	1	1600	0.188
Eb Left	362	1	1600	0.226	0	362	1	1600	0.226	0	370	1	1600	0.231	0	370	1	1600	0.231	0	370	1	1600	0.231
Eb Thru	1133	2	3200	0.362 *	0	1133	2	3200	0.362 *	0	1180	2	3200	0.384 *	10	1190	2	3200	0.388 *	0	1190	2	3200	0.388 *
Eb Right	26	0	0	-	0	26	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Wb Left	52	1	1600	0.033 *	0	52	1	1600	0.033 *	0	40	1	1600	0.025 *	0	40	1	1600	0.025 *	0	40	1	1600	0.025 *
Wb Thru	260	2	3200	0.084	0	260	2	3200	0.084	0	410	2	3200	0.134	-10	400	2	3200	0.131	0	400	2	3200	0.131
Wb Right	8	0	0	-	0	8	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Yellow Allowance:			0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU			0.600					0.600					0.659					0.851					0.851
LOS			A					A					B					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.008
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2708*				*0*	*2708*				*0*	*3140*				*0*	*3140*				*0*	*3140*			

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Intersection: 11.
N-S St: Placentia Avenue
E-W St: Superior Avenue
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015All.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Placentia Avenue at Superior Avenue
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	37	0	0	0.000	0	37	0	0	0.000	0	20	0	0	0.000	0	20	0	0	0.000	0	20	0	0	0.000
Nb Thru	320	2	3200	0.137 *	0	320	2	3200	0.137 *	0	420	2	3200	0.175 *	0	420	2	3200	0.181 *	0	420	2	3200	0.181 *
Nb Right	80	0	0	-	0	80	0	0	-	0	120	0	0	-	20	140	0	0	-	0	140	0	0	-
Sb Left	15	1	1600	0.009 *	0	15	1	1600	0.009 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *
Sb Thru	231	1	1600	0.144	0	231	1	1600	0.144	0	240	1	1600	0.150	20	260	1	1600	0.163	0	260	1	1600	0.163
Sb Right	423	1	1600	0.264	0	423	1	1600	0.264	0	450	1	1600	0.281	-20	430	1	1600	0.269	0	430	1	1600	0.269
Eb Left	320	1	1600	0.200 *	0	320	1	1600	0.200 *	0	250	1	1600	0.156 *	-10	240	1	1600	0.150 *	0	240	1	1600	0.150 *
Eb Thru	436	2	3200	0.140	0	436	2	3200	0.140	0	510	2	3200	0.200	-10	600	2	3200	0.197	0	600	2	3200	0.197
Eb Right	13	0	0	-	0	13	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Wb Left	58	1	1600	0.036	0	58	1	1600	0.036	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Wb Thru	630	2	3200	0.201 *	0	630	2	3200	0.201 *	0	870	2	3200	0.275 *	20	890	2	3200	0.281 *	0	890	2	3200	0.281 *
Wb Right	13	0	0	-	0	13	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.647					0.647					0.812					0.818					0.818
LOS				A					A					B					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.006
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2576*	*0 2576*	*0 3080*	*20 3100*	*0 3100*

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Intersection: 12.
N-S St: Newport Blvd SB Off-Ramp
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Blvd SB Off-Ramp at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*
Nb Thru	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000	
Nb Right	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-	
Sb Left	454	2	3200	0.142		0	454	2	3200	0.142		0	240	2	3200	0.075		70	310	2	3200	0.097		0	310	2	3200	0.097	
Sb Thru	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000	
Sb Right	284	1	1600	0.177	*	0	284	1	1600	0.177	*	0	380	1	1600	0.238	*	-140	240	1	1600	0.150	*	0	240	1	1600	0.150	*
Eb Left	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000	
Eb Thru	1995	2	3200	0.623	*	0	1995	2	3200	0.623	*	0	2360	2	3200	0.738	*	-30	2330	2	3200	0.728	*	0	2330	2	3200	0.728	*
Eb Right	645	Free	9999999	0.000		0	645	Free	9999999	0.000		0	170	Free	9999999	0.000		0	170	Free	9999999	0.000		0	170	Free	9999999	0.000	
Wb Left	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*
Wb Thru	1098	3	4800	0.229		0	1098	3	4800	0.229		0	1110	3	4800	0.231		-10	1100	3	4800	0.229		0	1100	3	4800	0.229	
Wb Right	496	Free	9999999	0.000		0	496	Free	9999999	0.000		0	450	Free	9999999	0.000		0	450	Free	9999999	0.000		0	450	Free	9999999	0.000	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.800						0.800						0.976						0.878						0.878	
LOS				C						C						E						D						D	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.098
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4970*	*0*	*4970*	*0*	*4710*	*-110*	*4600*	*0*	*4600*

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(714) 641-1587

Intersection: 12.
N-S St: Newport Blvd SB Off-Ramp
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Blvd SB Off-Ramp at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	532	2	3200	0.166	0	532	2	3200	0.166	0	360	2	3200	0.113	50	410	2	3200	0.128	0	410	2	3200	0.128
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	394	1	1600	0.246 *	0	394	1	1600	0.246 *	0	500	1	1600	0.313 *	-70	430	1	1600	0.269 *	0	430	1	1600	0.269 *
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	942	2	3200	0.295	0	942	2	3200	0.295	0	1570	2	3200	0.491	-80	1490	2	3200	0.466	0	1490	2	3200	0.466
Eb Right	257	Free	9999999	0.000	0	257	Free	9999999	0.000	0	120	Free	9999999	0.000	-20	100	Free	9999999	0.000	0	100	Free	9999999	0.000
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	1948	3	4800	0.406 *	0	1948	3	4800	0.406 *	0	2540	3	4800	0.529 *	-10	2530	3	4800	0.527 *	0	2530	3	4800	0.527 *
Wb Right	585	Free	9999999	0.000	0	585	Free	9999999	0.000	0	630	Free	9999999	0.000	0	630	Free	9999999	0.000	0	630	Free	9999999	0.000
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.652					0.652					0.842					0.796					0.796
LOS				B					B					D					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.046
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4659*				*0*	*4659*				*0*	*5720*				*-130*	*5590*				*0*	*5590*			

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Intersection: 13.
N-S St: Superior Avenue
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Superior Avenue at Hospital Road
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Nb Thru	1523	2	3200	0.604 *	0	1523	2	3200	0.604 *	0	1520	2	3200	0.600 *	10	1530	2	3200	0.613 *	0	1530	2	3200	0.613 *
Nb Right	410	0	0	-	0	410	0	0	-	0	400	0	0	-	30	430	0	0	-	0	430	0	0	-
Sb Left	79	1	1600	0.049 *	0	79	1	1600	0.049 *	0	90	1	1600	0.056 *	10	100	1	1600	0.063 *	0	100	1	1600	0.063 *
Sb Thru	476	2	3200	0.149	0	476	2	3200	0.149	0	530	2	3200	0.166	10	540	2	3200	0.169	0	540	2	3200	0.169
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	35	0	0	0.000	0	35	0	0	0.000	0	30	0	0	0.000	0	30	0	0	0.000	0	30	0	0	0.000
Wb Thru	0	2	3200	0.030 *	0	0	2	3200	0.030 *	0	0	2	3200	0.028 *	0	0	2	3200	0.028 *	0	0	2	3200	0.028 *
Wb Right	60	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.683					0.683					0.684					0.704					0.704
LOS				B					B					B					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.020
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2583*	*0 2583*	*0 2630*	*60 2690*	*0 2690*

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Intersection: 13.
N-S St: Superior Avenue
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICU\Year2015Alt.xls
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Superior Avenue at Hospital Road
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000 *	0	0	1	1600	0.000 *
Nb Thru	850	2	3200	0.311 *	0	850	2	3200	0.311 *	0	690	2	3200	0.253	-20	670	2	3200	0.247	0	670	2	3200	0.247
Nb Right	144	0	0	-	0	144	0	0	-	0	120	0	0	-	0	120	0	0	-	0	120	0	0	-
Sb Left	108	1	1600	0.067 *	0	108	1	1600	0.067 *	0	80	1	1600	0.050	0	80	1	1600	0.050	0	80	1	1600	0.050
Sb Thru	1129	2	3200	0.353	0	1129	2	3200	0.353	0	970	2	3200	0.303	10	980	2	3200	0.306 *	0	980	2	3200	0.306 *
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	634	0	0	0.000	0	634	0	0	0.000	0	480	0	0	0.000	0	480	0	0	0.000	0	480	0	0	0.000
Wb Thru	0	2	3200	0.237 *	0	0	2	3200	0.237 *	0	0	2	3200	0.175 *	0	0	2	3200	0.178 *	0	0	2	3200	0.178 *
Wb Right	125	0	0	-	0	125	0	0	-	0	80	0	0	-	10	90	0	0	-	0	90	0	0	-
Yellow Allowance				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.615					0.615					0.478					0.484					0.484
LOS				B					B					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.006
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2989*	*0*	*2989*	*0*	*2420*	*0*	*2420*	*0*	*2420*

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Intersection: 14.
N-S St: Hoag Drive/Placentia Ave
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 3Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Hoag Drive/Placentia Ave at Hospital Road
Peak Hour: AM
Annual Growth: 1.00%

Date: 06/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	16	0	0	0.000	0	16	0	0	0.000	0	20	0	0	0.000	0	20	0	0	0.000	0	20	0	0	0.000
Nb Thru	22	1	1600	0.024 *	0	22	1	1600	0.024 *	0	40	1	1600	0.038 *	0	40	1	1600	0.038 *	0	40	1	1600	0.038 *
Nb Right	78	1	1600	0.049	0	78	1	1600	0.049	0	120	1	1600	0.075	20	140	1	1600	0.088	0	140	1	1600	0.088
Sb Left	341	0	0	0.000	0	341	0	0	0.000	0	330	0	0	0.000	0	330	0	0	0.000	0	330	0	0	0.000
Sb Thru	45	2	3200	0.131 *	0	45	2	3200	0.131 *	0	80	2	3200	0.134 *	-20	60	2	3200	0.128 *	0	60	2	3200	0.128 *
Sb Right	34	0	0	-	0	34	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Eb Left	67	1	1600	0.042 *	0	67	1	1600	0.042 *	0	60	1	1600	0.038 *	0	60	1	1600	0.038	0	60	1	1600	0.038
Eb Thru	289	2	3200	0.104	0	289	2	3200	0.104	0	270	2	3200	0.097	0	270	2	3200	0.106 *	0	270	2	3200	0.106 *
Eb Right	44	0	0	-	0	44	0	0	-	0	40	0	0	-	30	70	0	0	-	0	70	0	0	-
Wb Left	158	1	1600	0.099	0	158	1	1600	0.099	0	120	1	1600	0.075	70	190	1	1600	0.119 *	0	190	1	1600	0.119 *
Wb Thru	159	2	3200	0.173 *	0	159	2	3200	0.173 *	0	140	2	3200	0.184 *	-10	130	2	3200	0.181	0	130	2	3200	0.181
Wb Right	395	0	0	-	0	395	0	0	-	0	450	0	0	-	0	450	0	0	-	0	450	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.370					0.370					0.394					0.391					0.386
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.003
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*1647*				*0*	*1647*				*0*	*1690*				*90*	*1780*				*0*	*1780*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 14.
N-S St: Hoag Drive/Placentia Ave
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 3Ø N-S Split

Hoag Drive/Placentia Ave at Hospital Road
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	38	0	0	0.000	0	38	0	0	0.000	0	30	0	0	0.000	10	40	0	0	0.000	0	40	0	0	0.000
Nb Thru	67	1	1600	0.065 *	0	67	1	1600	0.065 *	0	100	1	1600	0.081 *	20	120	1	1600	0.100 *	0	120	1	1600	0.100 *
Nb Right	139	1	1600	0.087	0	139	1	1600	0.087	0	160	1	1600	0.100	20	180	1	1600	0.113	0	180	1	1600	0.113
Sb Left	435	0	0	0.000	0	435	0	0	0.000	0	360	0	0	0.000	30	390	0	0	0.000	0	390	0	0	0.000
Sb Thru	35	2	3200	0.180 *	0	35	2	3200	0.180 *	0	50	2	3200	0.156 *	-10	40	2	3200	0.163 *	0	40	2	3200	0.163 *
Sb Right	106	0	0	-	0	106	0	0	-	0	90	0	0	-	0	90	0	0	-	0	90	0	0	-
Eb Left	140	1	1600	0.088 *	0	140	1	1600	0.088 *	0	110	1	1600	0.069 *	-10	100	1	1600	0.063 *	0	100	1	1600	0.063 *
Eb Thru	292	2	3200	0.102	0	292	2	3200	0.102	0	220	2	3200	0.075	0	220	2	3200	0.075	0	220	2	3200	0.075
Eb Right	34	0	0	-	0	34	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	153	1	1600	0.096	0	153	1	1600	0.096	0	140	1	1600	0.088	50	190	1	1600	0.119	0	190	1	1600	0.119
Wb Thru	246	2	3200	0.240 *	0	246	2	3200	0.240 *	0	170	2	3200	0.191 *	-20	150	2	3200	0.184 *	0	150	2	3200	0.184 *
Wb Right	521	0	0	-	0	521	0	0	-	0	440	0	0	-	0	440	0	0	-	0	440	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000					0.000 *
ICU				0.673					0.573					0.497					0.610					0.610
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.013
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2206*	*0 2206*	*0 1890*	*90 1980*	*0 1980*

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Intersection: 15.
N-S St: Hoag Drive
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Hoag Drive at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	4	1	1600	0.003	0	4	1	1600	0.003	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Nb Thru	0	1	1600	0.004 *	0	0	1	1600	0.004 *	0	0	1	1600	0.006 *	0	0	1	1600	0.006 *	0	0	1	1600	0.006 *
Nb Right	7	0	0	-	0	7	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Sb Left	27	2	3200	0.008 *	0	27	2	3200	0.008 *	0	70	2	3200	0.022 *	-30	40	2	3200	0.013 *	0	40	2	3200	0.013 *
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	43	1	1600	0.027	0	43	1	1600	0.027	0	80	1	1600	0.050	-10	70	1	1600	0.044	0	70	1	1600	0.044
Eb Left	161	1	1600	0.101	0	161	1	1600	0.101	0	290	1	1600	0.181	-40	250	1	1600	0.156	0	250	1	1600	0.156
Eb Thru	2189	3	4800	0.459 *	0	2189	3	4800	0.459 *	0	2630	3	4800	0.550 *	-10	2620	3	4800	0.548 *	0	2620	3	4800	0.548 *
Eb Right	14	0	0	-	0	14	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	13	1	1600	0.008 *	0	13	1	1600	0.008 *	0	0	1	1600	0.000 *	0	0	1	1600	0.000 *	0	0	1	1600	0.000 *
Wb Thru	765	4	6400	0.152	0	765	4	6400	0.152	0	970	4	6400	0.198	20	990	4	6400	0.177	0	990	4	6400	0.177
Wb Right	209	0	0	-	0	209	0	0	-	0	300	0	0	-	-160	140	0	0	-	0	140	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.479					0.479					0.578					0.567					0.567
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.011
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3432*				*0*	*3432*				*0*	*4370*				*-230*	*4140*				*0*	*4140*			

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(714) 641-1587

Intersection: 15.
N-S St: Hoag Drive
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Hoag Drive at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	3	1	1600	0.002	0	3	1	1600	0.002	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Nb Thru	0	1	1600	0.008 *	0	0	1	1600	0.008 *	0	0	1	1600	0.013 *	0	0	1	1600	0.013 *	0	0	1	1600	0.013 *
Nb Right	12	0	0	-	0	12	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Sb Left	100	2	3200	0.031	0	100	2	3200	0.031	0	260	2	3200	0.081 *	-70	190	2	3200	0.059 *	0	190	2	3200	0.059 *
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	114	1	1600	0.071 *	0	114	1	1600	0.071 *	0	200	1	1600	0.125	-30	170	1	1600	0.106	0	170	1	1600	0.106
Eb Left	19	1	1600	0.012	0	19	1	1600	0.012	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *
Eb Thru	1075	3	4800	0.226	0	1075	3	4800	0.226	0	1270	3	4800	0.267	-30	1240	3	4800	0.260	0	1240	3	4800	0.260
Eb Right	12	0	0	-	0	12	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	59	1	1600	0.037	0	59	1	1600	0.037	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Wb Thru	2301	4	6400	0.366 *	0	2301	4	6400	0.366 *	0	2470	4	6400	0.406 *	-30	2440	4	6400	0.397 *	0	2440	4	6400	0.397 *
Wb Right	39	0	0	-	0	39	0	0	-	0	130	0	0	-	-30	100	0	0	-	0	100	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.445					0.445					0.566					0.525					0.525
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.031
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3734*				*0*	*3734*				*0*	*4470*				*-190*	*4280*				*0*	*4280*			

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(714) 641-1587

Intersection: 16.
N-S St: Superior Avenue
E-W St: 16th Street/Industrial Way
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Superior Avenue at 16th Street/Industrial Way
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	77	1	1600	0.048	6	83	1	1600	0.052	0	83	1	1600	0.052	0	83	1	1600	0.052	0	83	1	1600	0.052
Nb Thru	790	2	3200	0.265 *	63	853	2	3200	0.266 *	0	853	2	3200	0.266 *	10	863	2	3200	0.269 *	0	863	2	3200	0.269 *
Nb Right	57	0	0	-	5	62	0	0	-	0	62	0	0	-	0	62	0	0	-	0	62	0	0	-
Sb Left	26	1	1600	0.016 *	2	28	1	1600	0.018 *	0	28	1	1600	0.018 *	0	28	1	1600	0.018 *	0	28	1	1600	0.018 *
Sb Thru	420	2	3200	0.169	34	454	2	3200	0.182	0	454	2	3200	0.182	-10	444	2	3200	0.179	0	444	2	3200	0.179
Sb Right	120	0	0	-	10	130	0	0	-	0	130	0	0	-	0	130	0	0	-	0	130	0	0	-
Eb Left	25	1	1600	0.016 *	2	27	1	1600	0.017 *	0	27	1	1600	0.017 *	0	27	1	1600	0.017 *	0	27	1	1600	0.017 *
Eb Thru	150	1	1600	0.111	12	162	1	1600	0.119	0	162	1	1600	0.119	0	162	1	1600	0.119	0	162	1	1600	0.119
Eb Right	27	0	0	-	2	29	0	0	-	0	29	0	0	-	0	29	0	0	-	0	29	0	0	-
Wb Left	27	0	0	0.000	2	29	0	0	0.000	0	29	0	0	0.000	0	29	0	0	0.000	0	29	0	0	0.000
Wb Thru	125	1	1600	0.119 *	10	135	1	1600	0.129 *	0	135	1	1600	0.129 *	0	135	1	1600	0.129 *	0	135	1	1600	0.129 *
Wb Right	39	0	0	-	3	42	0	0	-	0	42	0	0	-	0	42	0	0	-	0	42	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.416					0.450					0.450					0.453					0.453
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.003
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*1883*	*151*	*2034*	*0*	*2034*	*0*	*2034*	*0*	*2034*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 16.
N-S St: Superior Avenue
E-W St: 16th Street/Industrial Way
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 3Ø Traffic Signal

Superior Avenue at 16th Street/Industrial Way
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	51	1	1600	0.032 *	4	55	1	1600	0.034 *	0	55	1	1600	0.034 *	0	55	1	1600	0.034 *	0	55	1	1600	0.034 *
Nb Thru	709	2	3200	0.235	57	766	2	3200	0.254	0	766	2	3200	0.254	10	776	2	3200	0.257	0	776	2	3200	0.257
Nb Right	44	0	0	-	4	48	0	0	-	0	48	0	0	-	0	48	0	0	-	0	48	0	0	-
Sb Left	18	1	1600	0.011	1	19	1	1600	0.012	0	19	1	1600	0.012	0	19	1	1600	0.012	0	19	1	1600	0.012
Sb Thru	721	2	3200	0.244 *	58	779	2	3200	0.263 *	0	779	2	3200	0.263 *	20	799	2	3200	0.270 *	0	799	2	3200	0.270 *
Sb Right	59	0	0	-	5	64	0	0	-	0	64	0	0	-	0	64	0	0	-	0	64	0	0	-
Eb Left	50	1	1600	0.031	4	54	1	1600	0.034	0	54	1	1600	0.034	0	54	1	1600	0.034	0	54	1	1600	0.034
Eb Thru	147	1	1600	0.141 *	12	159	1	1600	0.152 *	0	159	1	1600	0.152 *	0	159	1	1600	0.152 *	0	159	1	1600	0.152 *
Eb Right	78	0	0	-	6	84	0	0	-	0	84	0	0	-	0	84	0	0	-	0	84	0	0	-
Wb Left	38	0	0	0.000 *	3	41	0	0	0.000 *	0	41	0	0	0.000 *	0	41	0	0	0.000 *	0	41	0	0	0.000 *
Wb Thru	77	1	1600	0.099	6	83	1	1600	0.107	0	83	1	1600	0.107	0	83	1	1600	0.107	0	83	1	1600	0.107
Wb Right	43	0	0	-	3	46	0	0	-	0	46	0	0	-	0	46	0	0	-	0	46	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.417					0.449					0.449					0.456					0.456
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.007
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	2035	163	2198	0	2198	30	2228	0	2228

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Intersection: 17.
N-S St: Newport Boulevard
E-W St: Industrial Way
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Industrial Way
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	76	1	1600	0.048	6	82	1	1600	0.051	0	82	1	1600	0.051	0	82	1	1600	0.051	0	82	1	1600	0.051
Nb Thru	1804	3	4800	0.380 *	144	1948	3	4800	0.410 *	0	1948	3	4800	0.410 *	-10	1938	3	4800	0.408 *	0	1938	3	4800	0.408 *
Nb Right	19	0	0	-	2	21	0	0	-	0	21	0	0	-	0	21	0	0	-	0	21	0	0	-
Sb Left	114	1	1600	0.071 *	9	123	1	1600	0.077 *	0	123	1	1600	0.077 *	0	123	1	1600	0.077 *	0	123	1	1600	0.077 *
Sb Thru	1311	3	4800	0.286	105	1416	3	4800	0.309	0	1416	3	4800	0.309	-40	1376	3	4800	0.301	0	1376	3	4800	0.301
Sb Right	64	0	0	-	5	69	0	0	-	0	69	0	0	-	0	69	0	0	-	0	69	0	0	-
Eb Left	90	0	0	0.000	7	97	0	0	0.000	0	97	0	0	0.000	0	97	0	0	0.000	0	97	0	0	0.000
Eb Thru	95	1	1600	0.116 *	8	103	1	1600	0.125 *	0	103	1	1600	0.125 *	0	103	1	1600	0.125 *	0	103	1	1600	0.125 *
Eb Right	100	1	1600	0.063	8	108	1	1600	0.068	0	108	1	1600	0.068	0	108	1	1600	0.068	0	108	1	1600	0.068
Wb Left	3	1	1600	0.002 *	0	3	1	1600	0.002 *	0	3	1	1600	0.002 *	0	3	1	1600	0.002 *	0	3	1	1600	0.002 *
Wb Thru	70	1	1600	0.044	6	76	1	1600	0.047	0	76	1	1600	0.047	0	76	1	1600	0.047	0	76	1	1600	0.047
Wb Right	51	1	1600	0.032	4	55	1	1600	0.034	0	55	1	1600	0.034	0	55	1	1600	0.034	0	55	1	1600	0.034
Yellow Allowance:				0.000 +					0.000 +					0.000 +					0.000 +					0.000 +
ICU				0.569					0.614					0.614					0.612					0.612
LOS				A					B					B					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3797*	*304 4101*	*0 4101*	*-50 4051*	*0 4051*

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(714) 641-1587

Intersection: 17.
N-S St: Newport Boulevard
E-W St: Industrial Way
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Industrial Way
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	67	1	1600	0.042 *	5	72	1	1600	0.045 *	0	72	1	1600	0.045 *	0	72	1	1600	0.045 *	0	72	1	1600	0.045 *
Nb Thru	1551	3	4800	0.327	124	1675	3	4800	0.353	0	1675	3	4800	0.353	-10	1665	3	4800	0.351	0	1665	3	4800	0.351
Nb Right	17	0	0	-	1	18	0	0	-	0	18	0	0	-	0	18	0	0	-	0	18	0	0	-
Sb Left	71	1	1600	0.044	6	77	1	1600	0.048	0	77	1	1600	0.048	0	77	1	1600	0.048	0	77	1	1600	0.048
Sb Thru	1850	3	4800	0.397 *	148	1998	3	4800	0.428 *	0	1998	3	4800	0.428 *	-30	1968	3	4800	0.422 *	0	1968	3	4800	0.422 *
Sb Right	54	0	0	-	4	58	0	0	-	0	58	0	0	-	0	58	0	0	-	0	58	0	0	-
Eb Left	80	0	0	0.000	6	86	0	0	0.000	0	86	0	0	0.000	0	86	0	0	0.000	0	86	0	0	0.000
Eb Thru	65	1	1600	0.091 *	5	70	1	1600	0.098 *	0	70	1	1600	0.098 *	0	70	1	1600	0.098 *	0	70	1	1600	0.098 *
Eb Right	105	1	1600	0.066	8	113	1	1600	0.071	0	113	1	1600	0.071	0	113	1	1600	0.071	0	113	1	1600	0.071
Wb Left	31	1	1600	0.019 *	2	33	1	1600	0.021 *	0	33	1	1600	0.021 *	0	33	1	1600	0.021 *	0	33	1	1600	0.021 *
Wb Thru	42	1	1600	0.026	3	45	1	1600	0.028	0	45	1	1600	0.028	0	45	1	1600	0.028	0	45	1	1600	0.028
Wb Right	90	1	1600	0.056	7	97	1	1600	0.061	0	97	1	1600	0.061	0	97	1	1600	0.061	0	97	1	1600	0.061
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.649					0.592					0.592					0.586					0.586
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.006
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4023*	*322*	*4345*	*0*	*4345*	*-40*	*4305*	*0*	*4305*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 18.
N-S St: Newport Boulevard
E-W St: 16th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 5Ø Traffic Signal

Newport Boulevard at 16th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	14	1	1600	0.009	1	15	1	1600	0.009	0	15	1	1600	0.009	0	15	1	1600	0.009	0	15	1	1600	0.009
Nb Thru	1827	3	4800	0.391 *	146	1973	3	4800	0.422 *	0	1973	3	4800	0.422 *	-10	1963	3	4800	0.420 *	0	1963	3	4800	0.420 *
Nb Right	50	0	0	-	4	54	0	0	-	0	54	0	0	-	0	54	0	0	-	0	54	0	0	-
Sb Left	72	1	1600	0.045 *	6	78	1	1600	0.049 *	0	78	1	1600	0.049 *	0	78	1	1600	0.049 *	0	78	1	1600	0.049 *
Sb Thru	1423	3	4800	0.296	114	1537	3	4800	0.320	0	1537	3	4800	0.320	-40	1497	3	4800	0.312	0	1497	3	4800	0.312
Sb Right	23	1	1600	0.014	2	25	1	1600	0.016	0	25	1	1600	0.016	0	25	1	1600	0.016	0	25	1	1600	0.016
Eb Left	21	1	1600	0.013 *	2	23	1	1600	0.014 *	0	23	1	1600	0.014 *	0	23	1	1600	0.014 *	0	23	1	1600	0.014 *
Eb Thru	21	1	1600	0.021	2	23	1	1600	0.023	0	23	1	1600	0.023	0	23	1	1600	0.023	0	23	1	1600	0.023
Eb Right	13	0	0	-	1	14	0	0	-	0	14	0	0	-	0	14	0	0	-	0	14	0	0	-
Wb Left	37	1	1600	0.023	3	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Wb Thru	34	1	1600	0.046 *	3	37	1	1600	0.049 *	0	37	1	1600	0.049 *	0	37	1	1600	0.049 *	0	37	1	1600	0.049 *
Wb Right	39	0	0	-	3	42	0	0	-	0	42	0	0	-	0	42	0	0	-	0	42	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.496					0.534					0.534					0.532					0.532
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3574*				*286*	*3860*				*0*	*3860*				*-50*	*3810*				*0*	*3810*			

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Intersection: 18.
N-S St: Newport Boulevard
E-W St: 16th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 16th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	13	1	1600	0.008		1	14	1	1600	0.009		0	14	1	1600	0.009		0	14	1	1600	0.009		0	14	1	1600	0.009	
Nb Thru	1700	3	4800	0.363	*	136	1836	3	4800	0.392	*	0	1836	3	4800	0.392	*	-10	1826	3	4800	0.390	*	0	1826	3	4800	0.390	*
Nb Right	44	0	0	-		4	48	0	0	-		0	48	0	0	-		0	48	0	0	-		0	48	0	0	-	
Sb Left	80	1	1600	0.050	*	6	86	1	1600	0.054	*	0	86	1	1600	0.054	*	0	86	1	1600	0.054	*	0	86	1	1600	0.054	*
Sb Thru	1907	3	4800	0.397		153	2060	3	4800	0.429		0	2060	3	4800	0.429		-30	2030	3	4800	0.423		0	2030	3	4800	0.423	
Sb Right	26	1	1600	0.016		2	28	1	1600	0.018		0	28	1	1600	0.018		0	28	1	1600	0.018		0	28	1	1600	0.018	
Eb Left	20	1	1600	0.013	*	2	22	1	1600	0.014	*	0	22	1	1600	0.014	*	0	22	1	1600	0.014	*	0	22	1	1600	0.014	*
Eb Thru	41	1	1600	0.033		3	44	1	1600	0.035		0	44	1	1600	0.035		0	44	1	1600	0.035		0	44	1	1600	0.035	
Eb Right	11	0	0	-		1	12	0	0	-		0	12	0	0	-		0	12	0	0	-		0	12	0	0	-	
Wb Left	51	1	1600	0.032		4	55	1	1600	0.034		0	55	1	1600	0.034		0	55	1	1600	0.034		0	55	1	1600	0.034	
Wb Thru	75	1	1600	0.068	*	6	81	1	1600	0.074	*	0	81	1	1600	0.074	*	0	81	1	1600	0.074	*	0	81	1	1600	0.074	*
Wb Right	34	0	0	-		3	37	0	0	-		0	37	0	0	-		0	37	0	0	-		0	37	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.494						0.534						0.534						0.532						0.532	
LOS				A						A						A						A						A	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4002*	*320*	*4322*	*0*	*4322*	*-40*	*4282*	*0*	*4282*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 19.
N-S St: Superior Avenue
E-W St: 17th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Superior Avenue at 17th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	20	1	1600	0.013	2	22	1	1600	0.014	0	22	1	1600	0.014	2	24	1	1600	0.015	0	24	1	1600	0.015
Nb Thru	115	1	1600	0.072	9	124	1	1600	0.078	0	124	1	1600	0.078	8	132	1	1600	0.083	0	132	1	1600	0.083
Nb Right	1038	1	1600	0.649 *	83	1121	1	1600	0.701 *	0	1121	1	1600	0.701 *	0	1121	1	1600	0.701 *	0	1121	1	1600	0.701 *
Sb Left	72	1	1600	0.045 *	6	78	1	1600	0.049 *	0	78	1	1600	0.049 *	0	78	1	1600	0.049 *	0	78	1	1600	0.049 *
Sb Thru	274	2	3200	0.104	22	296	2	3200	0.112	0	296	2	3200	0.112	-8	288	2	3200	0.110	0	288	2	3200	0.110
Sb Right	59	0	0	-	5	64	0	0	-	0	64	0	0	-	0	64	0	0	-	0	64	0	0	-
Eb Left	11	1	1600	0.007	1	12	1	1600	0.007	0	12	1	1600	0.007	0	12	1	1600	0.007	0	12	1	1600	0.007
Eb Thru	634	2	3200	0.208 *	51	685	2	3200	0.224 *	0	685	2	3200	0.224 *	0	685	2	3200	0.224 *	0	685	2	3200	0.224 *
Eb Right	31	0	0	-	2	33	0	0	-	0	33	0	0	-	-2	31	0	0	-	0	31	0	0	-
Wb Left	324	1	1600	0.203	26	350	1	1600	0.219	0	350	1	1600	0.219	0	350	1	1600	0.219	0	350	1	1600	0.219
Wb Thru	436	2	3200	0.145	35	471	2	3200	0.156	0	471	2	3200	0.156	0	471	2	3200	0.156	0	471	2	3200	0.156
Wb Right	27	0	0	-	2	29	0	0	-	0	29	0	0	-	0	29	0	0	-	0	29	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.902					0.974					0.974					0.974					0.974
LOS				E					E					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3041*				*243*	*3284*				*0*	*3284*				*0*	*3284*				*0*	*3284*			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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Intersection: 19.
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Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Superior Avenue at 17th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	96	1	1600	0.060 *	8	104	1	1600	0.065 *	0	104	1	1600	0.065 *	2	106	1	1600	0.066 *	0	106	1	1600	0.066 *
Nb Thru	170	1	1600	0.106	14	184	1	1600	0.115	0	184	1	1600	0.115	8	192	1	1600	0.120	0	192	1	1600	0.120
Nb Right	651	1	1600	0.407	52	703	1	1600	0.439	0	703	1	1600	0.439	0	703	1	1600	0.439	0	703	1	1600	0.439
Sb Left	87	1	1600	0.054	7	94	1	1600	0.059	0	94	1	1600	0.059	0	94	1	1600	0.059	0	94	1	1600	0.059
Sb Thru	317	2	3200	0.123 *	25	342	2	3200	0.133 *	0	342	2	3200	0.133 *	16	358	2	3200	0.138 *	0	358	2	3200	0.138 *
Sb Right	78	0	0	-	6	84	0	0	-	0	84	0	0	-	0	84	0	0	-	0	84	0	0	-
Eb Left	26	1	1600	0.016	2	28	1	1600	0.018	0	28	1	1600	0.018	0	28	1	1600	0.018	0	28	1	1600	0.018
Eb Thru	543	2	3200	0.192 *	43	586	2	3200	0.207 *	0	586	2	3200	0.207 *	0	586	2	3200	0.208 *	0	586	2	3200	0.208 *
Eb Right	70	0	0	-	6	76	0	0	-	0	76	0	0	-	4	80	0	0	-	0	80	0	0	-
Wb Left	477	1	1600	0.298 *	38	515	1	1600	0.322 *	0	515	1	1600	0.322 *	0	515	1	1600	0.322 *	0	515	1	1600	0.322 *
Wb Thru	427	2	3200	0.159	34	461	2	3200	0.171	0	461	2	3200	0.171	0	461	2	3200	0.171	0	461	2	3200	0.171
Wb Right	81	0	0	-	6	87	0	0	-	0	87	0	0	-	0	87	0	0	-	0	87	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.873					0.727					0.727					0.734					0.734
LOS				B					C					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.007
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3023*		*242*	*3265*		*0*	*3265*		*30*	*3295*		*0*	*3295*

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(714) 641-1587

Intersection: 20.
N-S St: Newport Boulevard
E-W St: 17th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 17th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	46	1	1600	0.029	4	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Nb Thru	1699	3	4800	0.354 *	136	1835	3	4800	0.382 *	0	1835	3	4800	0.382 *	-9	1826	3	4800	0.380 *	0	1826	3	4800	0.380 *
Nb Right	197	1	1600	0.123	16	213	1	1600	0.133	0	213	1	1600	0.133	-1	212	1	1600	0.132	0	212	1	1600	0.132
Sb Left	749	2	3200	0.234 *	80	809	2	3200	0.253 *	0	809	2	3200	0.253 *	0	809	2	3200	0.253 *	0	809	2	3200	0.253 *
Sb Thru	1439	3	4800	0.398	115	1554	3	4800	0.430	0	1554	3	4800	0.430	-38	1516	3	4800	0.422	0	1516	3	4800	0.422
Sb Right	472	0	0	-	38	510	0	0	-	0	510	0	0	-	0	510	0	0	-	0	510	0	0	-
Eb Left	664	3	4800	0.138 *	53	717	3	4800	0.149 *	0	717	3	4800	0.149 *	0	717	3	4800	0.149 *	0	717	3	4800	0.149 *
Eb Thru	435	2	3200	0.144	35	470	2	3200	0.156	0	470	2	3200	0.156	0	470	2	3200	0.156	0	470	2	3200	0.156
Eb Right	27	0	0	-	2	29	0	0	-	0	29	0	0	-	0	29	0	0	-	0	29	0	0	-
Wb Left	138	2	3200	0.043	11	149	2	3200	0.047	0	149	2	3200	0.047	-2	147	2	3200	0.046	0	147	2	3200	0.046
Wb Thru	346	3	4800	0.072 *	28	374	3	4800	0.078 *	0	374	3	4800	0.078 *	0	374	3	4800	0.078 *	0	374	3	4800	0.078 *
Wb Right	118	1	1600	0.074	9	127	1	1600	0.080	0	127	1	1600	0.080	0	127	1	1600	0.080	0	127	1	1600	0.080
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.798					0.862					0.862					0.860					0.860
LOS				C					D					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6330*	*506 6836*	*0 6836*	*-50 6786*	*0 6786*

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(714) 641-1587

Intersection: 20.
N-S St: Newport Boulevard
E-W St: 17th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 17th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	73	1	1600	0.046	6	79	1	1600	0.049	0	79	1	1600	0.049	0	79	1	1600	0.049	0	79	1	1600	0.049
Nb Thru	1569	3	4800	0.327 *	126	1695	3	4800	0.353 *	0	1695	3	4800	0.353 *	-9	1686	3	4800	0.351 *	0	1686	3	4800	0.351 *
Nb Right	172	1	1600	0.108	14	186	1	1600	0.116	0	186	1	1600	0.116	-1	185	1	1600	0.115	0	185	1	1600	0.115
Sb Left	788	2	3200	0.246 *	63	851	2	3200	0.266 *	0	851	2	3200	0.266 *	0	851	2	3200	0.266 *	0	851	2	3200	0.266 *
Sb Thru	1821	3	4800	0.441	146	1967	3	4800	0.477	0	1967	3	4800	0.477	-28	1939	3	4800	0.471	0	1939	3	4800	0.471
Sb Right	298	0	0	-	24	322	0	0	-	0	322	0	0	-	0	322	0	0	-	0	322	0	0	-
Eb Left	637	3	4800	0.133 *	51	688	3	4800	0.143 *	0	688	3	4800	0.143 *	0	688	3	4800	0.143 *	0	688	3	4800	0.143 *
Eb Thru	514	2	3200	0.171	41	555	2	3200	0.184	0	555	2	3200	0.184	0	555	2	3200	0.184	0	555	2	3200	0.184
Eb Right	32	0	0	-	3	35	0	0	-	0	35	0	0	-	0	35	0	0	-	0	35	0	0	-
Wb Left	227	2	3200	0.071	18	245	2	3200	0.077	0	245	2	3200	0.077	-2	243	2	3200	0.076	0	243	2	3200	0.076
Wb Thru	562	3	4800	0.117 *	45	607	3	4800	0.126 *	0	607	3	4800	0.126 *	0	607	3	4800	0.126 *	0	607	3	4800	0.126 *
Wb Right	183	1	1600	0.114	15	198	1	1600	0.124	0	198	1	1600	0.124	0	198	1	1600	0.124	0	198	1	1600	0.124
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.823					0.888					0.888					0.886					0.888
LOS				D					D					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6876*	*550*	*7426*	*0*	*7426*	*-40*	*7386*	*0*	*7386*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(714) 641-1587

Intersection: 21.
N-S St: Newport Boulevard
E-W St: 18th Street/Rochester Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 6Ø E-W Split

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 18th Street/Rochester Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	46	1	1600	0.029 *	4	50	1	1600	0.031 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *
Nb Thru	2275	3	4800	0.475	182	2457	3	4800	0.513	0	2457	3	4800	0.513	-9	2448	3	4800	0.512	0	2448	3	4800	0.512
Nb Right	7	0	0	-	1	8	0	0	-	0	8	0	0	-	0	8	0	0	-	0	8	0	0	-
Sb Left	72	1	1600	0.045	6	78	1	1600	0.049	0	78	1	1600	0.049	0	78	1	1600	0.049	0	78	1	1600	0.049
Sb Thru	2640	3	4800	0.550 *	211	2851	3	4800	0.594 *	0	2851	3	4800	0.594 *	-38	2813	3	4800	0.586 *	0	2813	3	4800	0.586 *
Sb Right	113	1	1600	0.071	9	122	1	1600	0.076	0	122	1	1600	0.076	-8	114	1	1600	0.071	0	114	1	1600	0.071
Eb Left	249	2	3200	0.078 *	20	269	2	3200	0.084 *	0	269	2	3200	0.084 *	8	277	2	3200	0.087 *	0	277	2	3200	0.087 *
Eb Thru	102	1	1600	0.064	8	110	1	1600	0.069	0	110	1	1600	0.069	0	110	1	1600	0.069	0	110	1	1600	0.069
Eb Right	64	1	1600	0.040	5	69	1	1600	0.043	0	69	1	1600	0.043	0	69	1	1600	0.043	0	69	1	1600	0.043
Wb Left	1	1	1600	0.001	0	1	1	1600	0.001	0	1	1	1600	0.001	0	1	1	1600	0.001	0	1	1	1600	0.001
Wb Thru	69	1	1600	0.074 *	6	75	1	1600	0.080 *	0	75	1	1600	0.080 *	0	75	1	1600	0.080 *	0	75	1	1600	0.080 *
Wb Right	50	0	0	-	4	54	0	0	-	0	54	0	0	-	0	54	0	0	-	0	54	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.731					0.789					0.789					0.784					0.784
LOS				C					C					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.005
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5688*			*456*	*6143*			*0*	*6143*			*-47*	*6096*			*0*	*6096*			

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Intersection: 21.
N-S St: Newport Boulevard
E-W St: 18th Street/Rochester Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 6Ø E-W Split

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 18th Street/Rochester Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	111	1	1600	0.069 *	9	120	1	1600	0.075 *	0	120	1	1600	0.075 *	0	120	1	1600	0.075 *	0	120	1	1600	0.075 *
Nb Thru	2700	3	4800	0.565	216	2916	3	4800	0.610	0	2916	3	4800	0.610	-9	2907	3	4800	0.609	0	2907	3	4800	0.609
Nb Right	13	0	0	-	1	14	0	0	-	0	14	0	0	-	0	14	0	0	-	0	14	0	0	-
Sb Left	107	1	1600	0.067	9	116	1	1600	0.072	0	116	1	1600	0.072	0	116	1	1600	0.072	0	116	1	1600	0.072
Sb Thru	2876	3	4800	0.599 *	230	3106	3	4800	0.647 *	0	3106	3	4800	0.647 *	-28	3078	3	4800	0.641 *	0	3078	3	4800	0.641 *
Sb Right	159	1	1600	0.099	13	172	1	1600	0.107	0	172	1	1600	0.107	16	188	1	1600	0.117	0	188	1	1600	0.117
Eb Left	287	2	3200	0.090 *	23	310	2	3200	0.097 *	0	310	2	3200	0.097 *	8	318	2	3200	0.099 *	0	318	2	3200	0.099 *
Eb Thru	85	1	1600	0.053	7	92	1	1600	0.057	0	92	1	1600	0.057	0	92	1	1600	0.057	0	92	1	1600	0.057
Eb Right	68	1	1600	0.043	5	73	1	1600	0.046	0	73	1	1600	0.046	0	73	1	1600	0.046	0	73	1	1600	0.046
Wb Left	15	1	1600	0.009	1	16	1	1600	0.010	0	16	1	1600	0.010	0	16	1	1600	0.010	0	16	1	1600	0.010
Wb Thru	116	1	1600	0.117 *	9	125	1	1600	0.126 *	0	125	1	1600	0.126 *	0	125	1	1600	0.126 *	0	125	1	1600	0.126 *
Wb Right	71	0	0	-	6	77	0	0	-	0	77	0	0	-	0	77	0	0	-	0	77	0	0	-
Yellow Allowance:			0.000 *					0.000 *					0.000 *					0.000 *					0.000 *	
ICU			0.876					0.945					0.945					0.941					0.941	
LOS			D					E					E					E					E	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.004
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5608*				*529*	*7137*				*0*	*7137*				*-13*	*7124*				*0*	*7124*			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 22.
N-S St: Newport Boulevard
E-W St: Harbor Boulevard
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Harbor Boulevard
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	177	2	3200	0.055	14	191	2	3200	0.060	0	191	2	3200	0.060	0	191	2	3200	0.060	0	191	2	3200	0.060
Nb Thru	2419	3	4800	0.504	194	2613	3	4800	0.544	0	2613	3	4800	0.544	-1	2612	3	4800	0.544	0	2612	3	4800	0.544
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	2329	3	4800	0.491 *	186	2515	3	4800	0.530 *	0	2515	3	4800	0.530 *	-43	2472	3	4800	0.521 *	0	2472	3	4800	0.521 *
Sb Right	26	0	0	-	2	28	0	0	-	0	28	0	0	-	0	28	0	0	-	0	28	0	0	-
Eb Left	27	1	1600	0.017	2	29	1	1600	0.018	0	29	1	1600	0.018	0	29	1	1600	0.018	0	29	1	1600	0.018
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	530	2	3200	0.166 *	42	572	2	3200	0.179 *	0	572	2	3200	0.179 *	-3	569	2	3200	0.178 *	0	569	2	3200	0.178 *
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.657					0.709					0.709					0.699					0.699
LOS				B					C					C					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.010
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5508*				*441*	*5949*				*0*	*5949*				*-47*	*5902*				*0*	*5902*			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 22.
N-S St: Newport Boulevard
E-W St: Harbor Boulevard
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Harbor Boulevard
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	488	2	3200	0.153 *	39	527	2	3200	0.165 *	0	527	2	3200	0.165 *	0	527	2	3200	0.165 *	0	527	2	3200	0.165 *
Nb Thru	2521	3	4800	0.525	202	2723	3	4800	0.567	0	2723	3	4800	0.567	-1	2722	3	4800	0.567	0	2722	3	4800	0.567
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	2581	3	4800	0.551 *	206	2787	3	4800	0.595 *	0	2787	3	4800	0.595 *	-11	2776	3	4800	0.592 *	0	2776	3	4800	0.592 *
Sb Right	62	0	0	-	5	67	0	0	-	0	67	0	0	-	0	67	0	0	-	0	67	0	0	-
Eb Left	58	1	1600	0.036	5	63	1	1600	0.039	0	63	1	1600	0.039	0	63	1	1600	0.039	0	63	1	1600	0.039
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	518	2	3200	0.162	41	559	2	3200	0.175	0	559	2	3200	0.175	-1	558	2	3200	0.175	0	558	2	3200	0.175
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.740					0.799					0.799					0.796					0.796
LOS				C					C					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.003
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6228*				*498*	*6726*				*0*	*6726*				*-13*	*6713*				*0*	*6713*			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
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Intersection: 23.
N-S St: Newport Boulevard
E-W St: Broadway Boulevard
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 6Ø E-W Split

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Broadway Boulevard
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	1	1	1600	0.001		0	1	1	1600	0.001		0	1	1	1600	0.001		0	1	1	1600	0.001		0	1	1	1600	0.001	
Nb Thru	2440	3	4800	0.513	*	195	2635	3	4800	0.554	*	0	2635	3	4800	0.554	*	-1	2634	3	4800	0.554	*	0	2634	3	4800	0.554	*
Nb Right	24	0	0	-		2	26	0	0	-		0	26	0	0	-		0	26	0	0	-		0	26	0	0	-	
Sb Left	32	1	1600	0.020	*	3	35	1	1600	0.022	*	0	35	1	1600	0.022	*	0	35	1	1600	0.022	*	0	35	1	1600	0.022	*
Sb Thru	2409	3	4800	0.502		193	2602	3	4800	0.542		0	2602	3	4800	0.542		-43	2559	3	4800	0.533		0	2559	3	4800	0.533	
Sb Right	8	1	1600	0.005		1	9	1	1600	0.005		0	9	1	1600	0.005		0	9	1	1600	0.005		0	9	1	1600	0.005	
Eb Left	8	0	0	0.000		1	9	0	0	0.000		0	9	0	0	0.000		0	9	0	0	0.000		0	9	0	0	0.000	
Eb Thru	4	1	1600	0.008	*	0	4	1	1600	0.008	*	0	4	1	1600	0.008	*	0	4	1	1600	0.008	*	0	4	1	1600	0.008	*
Eb Right	3	1	1600	0.002		0	3	1	1600	0.002		0	3	1	1600	0.002		0	3	1	1600	0.002		0	3	1	1600	0.002	
Wb Left	31	1	1600	0.019		2	33	1	1600	0.021		0	33	1	1600	0.021		0	33	1	1600	0.021		0	33	1	1600	0.021	
Wb Thru	5	1	1600	0.056	*	0	5	1	1600	0.061	*	0	5	1	1600	0.061	*	0	5	1	1600	0.061	*	0	5	1	1600	0.061	*
Wb Right	85	0	0	-		7	92	0	0	-		0	92	0	0	-		0	92	0	0	-		0	92	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.697						0.845						0.845						0.845						0.845	
LOS				A						B						B						B						B	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5050*					*404*	*5454*					*0*	*5454*					*-44*	*5410*					*0*	*5410*				

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 23.
N-S St: Newport Boulevard
E-W St: Broadway Boulevard
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 6Ø E-W Split

Newport Boulevard at Broadway Boulevard
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

	2007 EXISTING TRAFFIC				2015 WITH AMBIENT GROWTH					2015 WITH CUMULATIVE PROJECTS					2015 WITH PROJECT TRAFFIC					2015 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	19	1	1600	0.012	2	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013	0	21	1	1600	0.013
Nb Thru	2507	3	4800	0.535 *	201	2708	3	4800	0.578 *	0	2708	3	4800	0.578 *	-1	2707	3	4800	0.578 *	0	2707	3	4800	0.578 *
Nb Right	61	0	0	-	5	66	0	0	-	0	66	0	0	-	0	66	0	0	-	0	66	0	0	-
Sb Left	111	1	1600	0.069 *	9	120	1	1600	0.075 *	0	120	1	1600	0.075 *	0	120	1	1600	0.075 *	0	120	1	1600	0.075 *
Sb Thru	2589	3	4800	0.539	207	2796	3	4800	0.583	0	2796	3	4800	0.583	-11	2785	3	4800	0.580	0	2785	3	4800	0.580
Sb Right	60	1	1600	0.038	5	65	1	1600	0.041	0	65	1	1600	0.041	0	65	1	1600	0.041	0	65	1	1600	0.041
Eb Left	15	0	0	0.000	1	16	0	0	0.000	0	16	0	0	0.000	0	16	0	0	0.000	0	16	0	0	0.000
Eb Thru	25	1	1600	0.025 *	2	27	1	1600	0.027 *	0	27	1	1600	0.027 *	0	27	1	1600	0.027 *	0	27	1	1600	0.027 *
Eb Right	10	1	1600	0.006	1	11	1	1600	0.007	0	11	1	1600	0.007	0	11	1	1600	0.007	0	11	1	1600	0.007
Wb Left	46	1	1600	0.029	4	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Wb Thru	22	1	1600	0.071 *	2	24	1	1600	0.076 *	0	24	1	1600	0.076 *	0	24	1	1600	0.076 *	0	24	1	1600	0.076 *
Wb Right	91	0	0	-	7	98	0	0	-	0	98	0	0	-	0	98	0	0	-	0	98	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.700					0.756					0.756					0.756					0.756
LOS				B					C					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	5556	444	6000	0	6000	-12	5988	0	5988

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 24.
N-S St: Newport Boulevard
E-W St: 19th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 6Ø E-W Split

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 19th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	37	1	1600	0.023	3	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Nb Thru	2430	3	4800	0.506 *	194	2624	3	4800	0.547 *	0	2624	3	4800	0.547 *	-1	2623	3	4800	0.547 *	0	2623	3	4800	0.547 *
Nb Right	16	1	1600	0.010	1	17	1	1600	0.011	0	17	1	1600	0.011	0	17	1	1600	0.011	0	17	1	1600	0.011
Sb Left	181	1	1600	0.113 *	14	195	1	1600	0.122 *	0	195	1	1600	0.122 *	0	195	1	1600	0.122 *	0	195	1	1600	0.122 *
Sb Thru	2369	4	6400	0.449	190	2559	4	6400	0.485	0	2559	4	6400	0.485	-42	2517	4	6400	0.478	0	2517	4	6400	0.478
Sb Right	505	0	0	-	40	545	0	0	-	0	545	0	0	-	0	545	0	0	-	0	545	0	0	-
Eb Left	776	0	0	0.000	62	838	0	0	0.000	0	838	0	0	0.000	0	838	0	0	0.000	0	838	0	0	0.000
Eb Thru	192	4	6400	0.151 *	15	207	4	6400	0.163 *	0	207	4	6400	0.163 *	0	207	4	6400	0.163 *	0	207	4	6400	0.163 *
Eb Right	13	1	1600	0.008	1	14	1	1600	0.009	0	14	1	1600	0.009	0	14	1	1600	0.009	0	14	1	1600	0.009
Wb Left	38	1	1600	0.024	3	41	1	1600	0.026	0	41	1	1600	0.026	-1	40	1	1600	0.025	0	40	1	1600	0.025
Wb Thru	142	4	6400	0.066 *	11	153	4	6400	0.071 *	0	153	4	6400	0.071 *	0	153	4	6400	0.071 *	0	153	4	6400	0.071 *
Wb Right	279	0	0	-	22	301	0	0	-	0	301	0	0	-	0	301	0	0	-	0	301	0	0	-
Yellow Allowance:			0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU			0.836					0.903					0.903					0.903					0.903
LOS			D					E					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	6978	658	7536	0	7536	-44	7492	0	7492

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 24.
N-S St: Newport Boulevard
E-W St: 19th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2015Alt.xls
Control Type: 6Ø E-W Split

Newport Boulevard at 19th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2015

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2015 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2015 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	61	1	1600	0.038		5	66	1	1600	0.041		0	66	1	1600	0.041		0	66	1	1600	0.041		0	66	1	1600	0.041	
Nb Thru	2466	3	4800	0.514	*	197	2663	3	4800	0.555	*	0	2663	3	4800	0.555	*	-1	2662	3	4800	0.555	*	0	2662	3	4800	0.555	*
Nb Right	45	1	1600	0.029		4	50	1	1600	0.031		0	50	1	1600	0.031		0	50	1	1600	0.031		0	50	1	1600	0.031	
Sb Left	209	1	1600	0.131	*	17	226	1	1600	0.141	*	0	226	1	1600	0.141	*	0	226	1	1600	0.141	*	0	226	1	1600	0.141	*
Sb Thru	2597	4	6400	0.521		208	2805	4	6400	0.563		0	2805	4	6400	0.563		-11	2794	4	6400	0.561		0	2794	4	6400	0.561	
Sb Right	737	0	0	-		59	796	0	0	-		0	796	0	0	-		0	796	0	0	-		0	796	0	0	-	
Eb Left	740	0	0	0.000		59	799	0	0	0.000		0	799	0	0	0.000		0	799	0	0	0.000		0	799	0	0	0.000	
Eb Thru	200	4	6400	0.147	*	16	216	4	6400	0.159	*	0	216	4	6400	0.159	*	0	216	4	6400	0.159	*	0	216	4	6400	0.159	*
Eb Right	24	1	1600	0.015		2	26	1	1600	0.016		0	26	1	1600	0.016		0	26	1	1600	0.016		0	26	1	1600	0.016	
Wb Left	61	1	1600	0.038		5	66	1	1600	0.041		0	66	1	1600	0.041		0	66	1	1600	0.041		0	66	1	1600	0.041	
Wb Thru	283	4	6400	0.070	*	23	306	4	6400	0.075	*	0	306	4	6400	0.075	*	0	306	4	6400	0.075	*	0	306	4	6400	0.075	*
Wb Right	163	0	0	-		13	176	0	0	-		0	176	0	0	-		0	176	0	0	-		0	176	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.862						0.930						0.930						0.930						0.930	
LOS				D						E						E						E						E	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*7587*					*607*	*8194*					*0*	*8194*					*-12*	*8182*					*0*	*8182*				

YEAR 2025

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 1.
N-S St: Orange Street
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Orange Street at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	13	0	0	0.000 *	0	13	0	0	0.000 *	0	50	0	0	0.000 *	0	50	0	0	0.000 *	0	50	0	0	0.000 *
Nb Thru	2	1	1600	0.010	0	2	1	1600	0.010	0	0	1	1600	0.031	0	0	1	1600	0.031	0	0	1	1600	0.031
Nb Right	58	1	1600	0.036	0	58	1	1600	0.036	0	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038
Sb Left	31	0	0	0.000	0	31	0	0	0.000	0	40	0	0	0.000	0	40	0	0	0.000	0	40	0	0	0.000
Sb Thru	0	1	1600	0.029 *	0	0	1	1600	0.029 *	0	0	1	1600	0.038 *	0	0	1	1600	0.038 *	0	0	1	1600	0.038 *
Sb Right	16	0	0	-	0	16	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Eb Left	19	1	1600	0.012	0	19	1	1600	0.012	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Eb Thru	2894	3	4800	0.605 *	0	2894	3	4800	0.605 *	0	3420	3	4800	0.715 *	-50	3370	3	4800	0.704 *	0	3370	3	4800	0.704 *
Eb Right	12	0	0	-	0	12	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	12	1	1600	0.008 *	0	12	1	1600	0.008 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *
Wb Thru	1032	3	4800	0.215	0	1032	3	4800	0.215	0	1640	3	4800	0.342	0	1640	3	4800	0.342	0	1640	3	4800	0.342
Wb Right	11	1	1600	0.007	0	11	1	1600	0.007	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.642					0.642					0.769					0.748					0.748
LOS				B					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.011
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4101*				*0*	*4101*				*0*	*5290*				*-50*	*5240*				*0*	*5240*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 1.
N-S St: Orange Street
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 5Ø Traffic Signal

Orange Street at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	24	0	0	0.000 *	0	24	0	0	0.000 *	0	40	0	0	0.000 *	0	40	0	0	0.000 *	0	40	0	0	0.000 *
Nb Thru	5	1	1600	0.018	0	5	1	1600	0.018	0	10	1	1600	0.031	0	10	1	1600	0.031	0	10	1	1600	0.031
Nb Right	38	1	1600	0.024	0	38	1	1600	0.024	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Sb Left	31	0	0	0.000	0	31	0	0	0.000	0	40	0	0	0.000	0	40	0	0	0.000	0	40	0	0	0.000
Sb Thru	3	1	1600	0.031 *	0	3	1	1600	0.031 *	0	0	1	1600	0.038 *	0	0	1	1600	0.038 *	0	0	1	1600	0.038 *
Sb Right	16	0	0	-	0	16	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Eb Left	38	1	1600	0.024 *	0	38	1	1600	0.024 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *
Eb Thru	1245	3	4800	0.262	0	1245	3	4800	0.262	0	1700	3	4800	0.356	0	1700	3	4800	0.356	0	1700	3	4800	0.356
Eb Right	11	0	0	-	0	11	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	37	1	1600	0.023	0	37	1	1600	0.023	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Wb Thru	3037	3	4800	0.633 *	0	3037	3	4800	0.633 *	0	3500	3	4800	0.729 *	-40	3460	3	4800	0.721 *	0	3460	3	4800	0.721 *
Wb Right	41	1	1600	0.026	0	41	1	1600	0.026	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.688					0.688					0.798					0.790					0.790
LOS				B					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.008
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4526*				*0*	*4526*				*0*	*5500*				*-40*	*5460*				*0*	*5460*			

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Intersection: 2.
N-S St: Prospect Street
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Prospect Street at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	13	0	0	0.000 *	0	13	0	0	0.000 *	0	50	0	0	0.000 *	0	50	0	0	0.000 *	0	50	0	0	0.000 *
Nb Thru	2	1	1600	0.009	0	2	1	1600	0.009	0	0	1	1600	0.031	0	0	1	1600	0.031	0	0	1	1600	0.031
Nb Right	38	1	1600	0.024	0	38	1	1600	0.024	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Sb Left	223	0	0	0.000	0	223	0	0	0.000	0	230	0	0	0.000	0	230	0	0	0.000	0	230	0	0	0.000
Sb Thru	0	1	1600	0.150 *	0	0	1	1600	0.150 *	0	0	1	1600	0.156 *	0	0	1	1600	0.156 *	0	0	1	1600	0.156 *
Sb Right	17	0	0	-	0	17	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Eb Left	11	1	1600	0.007	0	11	1	1600	0.007	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Eb Thru	2929	3	4800	0.612 *	0	2929	3	4800	0.612 *	0	3460	3	4800	0.723 *	-60	3400	3	4800	0.710 *	0	3400	3	4800	0.710 *
Eb Right	8	0	0	-	0	8	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	16	1	1600	0.010 *	0	16	1	1600	0.010 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *
Wb Thru	1071	3	4800	0.228	0	1071	3	4800	0.228	0	1640	3	4800	0.348	0	1640	3	4800	0.348	0	1640	3	4800	0.348
Wb Right	24	0	0	-	0	24	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.772					0.772					0.892					0.879					0.879
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.013
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	4352	0	4352	0	5520	-60	5460	0	5460

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INTERSECTION CAPACITY UTILIZATION

Intersection: 2.
N-S St: Prospect Street
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 5Ø Traffic Signal

Prospect Street at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	5	0	0	0.000 *	0	5	0	0	0.000 *	0	30	0	0	0.000 *	0	30	0	0	0.000 *	0	30	0	0	0.000 *
Nb Thru	2	1	1600	0.004	0	2	1	1600	0.004	0	0	1	1600	0.019	0	0	1	1600	0.019	0	0	1	1600	0.019
Nb Right	26	1	1600	0.016	0	26	1	1600	0.016	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Sb Left	62	0	0	0.000	0	62	0	0	0.000	0	70	0	0	0.000	0	70	0	0	0.000	0	70	0	0	0.000
Sb Thru	1	1	1600	0.044 *	0	1	1	1600	0.044 *	0	0	1	1600	0.050 *	0	0	1	1600	0.050 *	0	0	1	1600	0.050 *
Sb Right	8	0	0	-	0	8	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Eb Left	38	1	1600	0.024 *	0	38	1	1600	0.024 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *
Eb Thru	1215	3	4800	0.254	0	1215	3	4800	0.254	0	1680	3	4800	0.352	-10	1670	3	4800	0.350	0	1670	3	4800	0.350
Eb Right	5	0	0	-	0	5	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	26	1	1600	0.016	0	26	1	1600	0.016	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Wb Thru	2752	3	4800	0.582 *	0	2752	3	4800	0.582 *	0	3190	3	4800	0.675 *	-30	3160	3	4800	0.669 *	0	3160	3	4800	0.669 *
Wb Right	41	0	0	-	0	41	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.650					0.650					0.755					0.750					0.750
LOS				B					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.006
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4181*				*0*	*4181*				*0*	*5150*				*-40*	*5110*				*0*	*5110*			

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Intersection: 3.
N-S St: Balboa Blvd/Superior Ave
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Balboa Blvd/Superior Ave at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	204	1	1600	0.128		0	204	1	1600	0.128		0	240	1	1600	0.150		10	250	1	1600	0.156		0	250	1	1600	0.156	
Nb Thru	327	2	3200	0.130	*	0	327	2	3200	0.130	*	0	370	2	3200	0.159	*	10	380	2	3200	0.159	*	0	380	2	3200	0.159	*
Nb Right	90	0	0	-		0	90	0	0	-		0	140	0	0	-		-10	130	0	0	-		0	130	0	0	-	
Sb Left	172	1	1600	0.107	*	0	172	1	1600	0.107	*	0	130	1	1600	0.081	*	0	130	1	1600	0.081	*	0	130	1	1600	0.081	*
Sb Thru	122	2	3200	0.038		0	122	2	3200	0.038		0	100	2	3200	0.031		0	100	2	3200	0.031		0	100	2	3200	0.031	
Sb Right	189	2	3200	0.059		0	189	2	3200	0.059		0	50	2	3200	0.016		0	50	2	3200	0.016		0	50	2	3200	0.016	
Eb Left	998	2	3200	0.312		0	998	2	3200	0.312		0	650	2	3200	0.203		40	690	2	3200	0.216		0	690	2	3200	0.216	
Eb Thru	2264	3	4800	0.472	*	0	2264	3	4800	0.472	*	0	2630	3	4800	0.548	*	-80	2550	3	4800	0.531	*	0	2550	3	4800	0.531	*
Eb Right	240	1	1600	0.150		0	240	1	1600	0.150		0	280	1	1600	0.175		0	280	1	1600	0.175		0	280	1	1600	0.175	
Wb Left	62	1	1600	0.039	*	0	62	1	1600	0.039	*	0	80	1	1600	0.050	*	0	80	1	1600	0.050	*	0	80	1	1600	0.050	*
Wb Thru	588	4	6400	0.124		0	588	4	6400	0.124		0	760	4	6400	0.155		0	760	4	6400	0.155		0	760	4	6400	0.155	
Wb Right	208	0	0	-		0	208	0	0	-		0	230	0	0	-		0	230	0	0	-		0	230	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.748						0.748						0.838						0.821						0.821	
LOS				C						C						D						D						D	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.017
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5464*	*0*	*5464*	*0*	*5660*	*-30*	*5630*	*0*	*5630*

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Intersection: 3.
N-S St: Balboa Blvd/Superior Ave
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Balboa Blvd/Superior Ave at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	264	1	1600	0.165 *	0	264	1	1600	0.165 *	0	300	1	1600	0.188 *	10	310	1	1600	0.194 *	0	310	1	1600	0.194 *
Nb Thru	209	2	3200	0.086	0	209	2	3200	0.086	0	160	2	3200	0.091	10	170	2	3200	0.088	0	170	2	3200	0.088
Nb Right	66	0	0	-	0	66	0	0	-	0	130	0	0	-	-20	110	0	0	-	0	110	0	0	-
Sb Left	165	1	1600	0.103	0	165	1	1600	0.103	0	260	1	1600	0.163 *	-40	220	1	1600	0.138 *	0	220	1	1600	0.138 *
Sb Thru	237	2	3200	0.074	0	237	2	3200	0.074	0	290	2	3200	0.091	0	290	2	3200	0.091	0	290	2	3200	0.091
Sb Right	745	2	3200	0.233 *	0	745	2	3200	0.233 *	0	410	2	3200	0.128	20	430	2	3200	0.134	0	430	2	3200	0.134
Eb Left	258	2	3200	0.080	0	258	2	3200	0.080	0	50	2	3200	0.016	0	50	2	3200	0.016	0	50	2	3200	0.016
Eb Thru	1181	3	4800	0.246	0	1181	3	4800	0.246	0	1390	3	4800	0.290	-10	1380	3	4800	0.288	0	1380	3	4800	0.288
Eb Right	227	1	1600	0.142	0	227	1	1600	0.142	0	260	1	1600	0.163	0	260	1	1600	0.163	0	260	1	1600	0.163
Wb Left	148	1	1600	0.093	0	148	1	1600	0.093	0	200	1	1600	0.125	-10	190	1	1600	0.119	0	190	1	1600	0.119
Wb Thru	2187	4	6400	0.363 *	0	2187	4	6400	0.363 *	0	2460	4	6400	0.417 *	-40	2420	4	6400	0.405 *	0	2420	4	6400	0.405 *
Wb Right	135	0	0	-	0	135	0	0	-	0	210	0	0	-	-40	170	0	0	-	0	170	0	0	-
Yellow Allowance:				0.000 +					0.000 +					0.000 +					0.000 +					0.000 +
ICU				0.761					0.761					0.784					0.763					0.763
LOS				C					C					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.031
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5821*				*0*	*5821*				*0*	*6120*				*-120*	*6000*				*0*	*6000*			

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Intersection: 4.
N-S St: Riverside Avenue
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Riverside Avenue at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXIST. G'T TRAFF C Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	2	0	0	0.000 *	0	2	0	0	0.000 *	0	10	0	0	0.000 *	0	10	0	0	0.000 *	0	10	0	0	0.000 *
Nb Thru	6	1	1600	0.005	0	6	1	1600	0.005	0	10	1	1600	0.013	0	10	1	1600	0.013	0	10	1	1600	0.013
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	86	0	0	0.000	0	86	0	0	0.000	0	100	0	0	0.000	0	100	0	0	0.000	0	100	0	0	0.000
Sb Thru	15	1	1600	0.063 *	0	15	1	1600	0.063 *	0	10	1	1600	0.069 *	0	10	1	1600	0.069 *	0	10	1	1600	0.069 *
Sb Right	304	1	1600	0.190	0	304	1	1600	0.190	0	380	1	1600	0.238	-10	370	1	1600	0.231	0	370	1	1600	0.231
Eb Left	283	1	1600	0.177	0	283	1	1600	0.177	0	290	1	1600	0.181	0	290	1	1600	0.181	0	290	1	1600	0.181
Eb Thru	2115	2	3200	0.667 *	0	2115	2	3200	0.667 *	0	2690	2	3200	0.847 *	-10	2680	2	3200	0.844 *	0	2680	2	3200	0.844 *
Eb Right	18	0	0	-	0	18	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	9	1	1600	0.006 *	0	9	1	1600	0.006 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *
Wb Thru	1244	3	4800	0.259	0	1244	3	4800	0.259	0	1720	3	4800	0.358	-50	1670	3	4800	0.348	0	1670	3	4800	0.348
Wb Right	69	1	1600	0.043	0	69	1	1600	0.043	0	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.736					0.736					0.922					0.919					0.919
LOS				C					C					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.003
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4151*	*0*	*4151*	*0*	*5310*	*-70*	*5240*	*0*	*5240*

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 4.
N-S St: Riverside Avenue
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 5Ø Traffic Signal

Riverside Avenue at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	26	0	0	0.000	*	0	26	0	0	0.000	*	0	30	0	0	0.000	*	0	30	0	0	0.000	*	0	30	0	0	0.000	*
Nb Thru	7	1	1600	0.030		0	7	1	1600	0.030		0	10	1	1600	0.031		0	10	1	1600	0.031		0	10	1	1600	0.031	
Nb Right	14	0	0	-		0	14	0	0	-		0	10	0	0	-		0	10	0	0	-		0	10	0	0	-	
Sb Left	85	0	0	0.000		0	85	0	0	0.000		0	90	0	0	0.000		0	90	0	0	0.000		0	90	0	0	0.000	
Sb Thru	7	1	1600	0.057		0	7	1	1600	0.057		0	10	1	1600	0.063		0	10	1	1600	0.063		0	10	1	1600	0.063	
Sb Right	437	1	1600	0.273	*	0	437	1	1600	0.273	*	0	530	1	1600	0.331	*	0	530	1	1600	0.331	*	0	530	1	1600	0.331	*
Eb Left	271	1	1600	0.169		0	271	1	1600	0.169		0	390	1	1600	0.244		-20	370	1	1600	0.231		0	370	1	1600	0.231	
Eb Thru	1543	2	3200	0.489		0	1543	2	3200	0.489		0	2100	2	3200	0.663		-30	2070	2	3200	0.653		0	2070	2	3200	0.653	
Eb Right	21	0	0	-		0	21	0	0	-		0	20	0	0	-		0	20	0	0	-		0	20	0	0	-	
Wb Left	28	1	1600	0.018		0	28	1	1600	0.018		0	30	1	1600	0.019		0	30	1	1600	0.019		0	30	1	1600	0.019	
Wb Thru	2454	3	4800	0.511	*	0	2454	3	4800	0.511	*	0	3000	3	4800	0.625	*	-20	2980	3	4800	0.621	*	0	2980	3	4800	0.621	*
Wb Right	66	1	1600	0.041		0	66	1	1600	0.041		0	70	1	1600	0.044		0	70	1	1600	0.044		0	70	1	1600	0.044	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.784						0.784						0.956						0.962						0.962	
LOS				C						C						E						E						E	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.004
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4960*	*0 4960*	*0 6290*	*-70 6220*	*0 6220*

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 5.
N-S St: Tustin Avenue
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 3Ø Traffic Signal

Tustin Avenue at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	36	0	0	0.000	0	36	0	0	0.000	0	20	0	0	0.000	0	20	0	0	0.000	0	20	0	0	0.000
Sb Thru	0	1	1600	0.033 *	0	0	1	1600	0.033 *	0	0	1	1600	0.038 *	0	0	1	1600	0.038 *	0	0	1	1600	0.038 *
Sb Right	16	0	0	-	0	16	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Eb Left	27	1	1600	0.017	0	27	1	1600	0.017	0	90	1	1600	0.056	-10	80	1	1600	0.050	0	80	1	1600	0.050
Eb Thru	2263	2	3200	0.707 *	0	2263	2	3200	0.707 *	0	2650	2	3200	0.828 *	0	2650	2	3200	0.828 *	0	2650	2	3200	0.828 *
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	1248	3	4800	0.260	0	1248	3	4800	0.260	0	1600	3	4800	0.333	-40	1560	3	4800	0.325	0	1560	3	4800	0.325
Wb Right	39	1	1600	0.025	0	39	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.740					0.740					0.866					0.866					0.866
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3631*	*0 3631*	*0 4440*	*-50 4390*	*0 4390*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 5.
N-S St: Tustin Avenue
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 3Ø Traffic Signal

Tustin Avenue at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	1	0	0	0.000	*	0	1	0	0	0.000	*	0	10	0	0	0.000	*	0	10	0	0	0.000	*	0	10	0	0	0.000	*
Nb Thru	0	1	1600	0.004		0	0	1	1600	0.004		0	0	1	1600	0.013		0	0	1	1600	0.013		0	0	1	1600	0.013	
Nb Right	6	0	0	-		0	6	0	0	-		0	10	0	0	-		0	10	0	0	-		0	10	0	0	-	
Sb Left	45	0	0	0.000		0	45	0	0	0.000		0	40	0	0	0.000		0	40	0	0	0.000		0	40	0	0	0.000	
Sb Thru	0	1	1600	0.054	*	0	0	1	1600	0.054	*	0	0	1	1600	0.069	*	0	0	1	1600	0.069	*	0	0	1	1600	0.069	*
Sb Right	40	0	0	-		0	40	0	0	-		0	70	0	0	-		0	70	0	0	-		0	70	0	0	-	
Eb Left	32	1	1600	0.020	*	0	32	1	1600	0.020	*	0	80	1	1600	0.050	*	0	80	1	1600	0.050	*	0	80	1	1600	0.050	*
Eb Thru	1563	2	3200	0.491		0	1563	2	3200	0.491		0	1980	2	3200	0.622		-30	1950	2	3200	0.613		0	1950	2	3200	0.613	
Eb Right	7	0	0	-		0	7	0	0	-		0	10	0	0	-		0	10	0	0	-		0	10	0	0	-	
Wb Left	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000	
Wb Thru	2487	3	4800	0.518	*	0	2487	3	4800	0.518	*	0	2920	3	4800	0.608	*	-10	2910	3	4800	0.606	*	0	2910	3	4800	0.606	*
Wb Right	47	1	1600	0.030		0	47	1	1600	0.030		0	80	1	1600	0.050		0	80	1	1600	0.050		0	80	1	1600	0.050	
Yellow Allowance:				0.000	+					0.000	+					0.000	+					0.000	+					0.000	+
ICU				0.692						0.692						0.727						0.726						0.726	
LOS				A						A						C						C						C	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4230*					*0*	*4230*					*0*	*5200*					*-40*	*5160*					*0*	*5160*				

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Intersection: 6.
N-S St: Bay Shore Drive/Dover Drive
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Bay Shore Drive/Dover Drive at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	51	1	1600	0.032		0	51	1	1600	0.032		0	50	1	1600	0.031	*	0	50	1	1600	0.031	*	0	50	1	1600	0.031	*
Nb Thru	55	2	3200	0.037	*	0	55	2	3200	0.037	*	0	30	2	3200	0.019		0	30	2	3200	0.019		0	30	2	3200	0.019	
Nb Right	64	0	0	-		0	64	0	0	-		0	30	0	0	-		0	30	0	0	-		0	30	0	0	-	
Sb Left	1077	3	4800	0.224	*	0	1077	3	4800	0.224	*	0	1150	3	4800	0.240	*	0	1150	3	4800	0.240	*	0	1150	3	4800	0.240	*
Sb Thru	74	1	1600	0.046		0	74	1	1600	0.046		0	10	1	1600	0.006		10	20	1	1600	0.013		0	20	1	1600	0.013	
Sb Right	173	1	1600	0.108		0	173	1	1600	0.108		0	190	1	1600	0.119		0	190	1	1600	0.119		0	190	1	1600	0.119	
Eb Left	129	2	3200	0.040		0	129	2	3200	0.040		0	150	2	3200	0.047		0	150	2	3200	0.047		0	150	2	3200	0.047	
Eb Thru	2196	3	4800	0.464	*	0	2196	3	4800	0.464	*	0	2770	3	4800	0.581	*	0	2770	3	4800	0.581	*	0	2770	3	4800	0.581	*
Eb Right	32	0	0	-		0	32	0	0	-		0	20	0	0	-		0	20	0	0	-		0	20	0	0	-	
Wb Left	29	1	1600	0.018	*	0	29	1	1600	0.018	*	0	10	1	1600	0.006	*	0	10	1	1600	0.006	*	0	10	1	1600	0.006	*
Wb Thru	1293	3	4800	0.269		0	1293	3	4800	0.269		0	1760	3	4800	0.367		-50	1710	3	4800	0.356		0	1710	3	4800	0.356	
Wb Right	678	Free	9999999	0.000		0	678	Free	9999999	0.000		0	760	Free	9999999	0.000		0	760	Free	9999999	0.000		0	760	Free	9999999	0.000	
Yellow Allowance:				0.000	+					0.000	+					0.000	+					0.000	+					0.000	+
ICU				0.743						0.743						0.858						0.858						0.858	
LOS				C						C						D						D						D	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5851*	*0 5851*	*0 6930*	*-40 6890*	*0 6890*

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Intersection: 6.
N-S St: Bay Shore Drive/Dover Drive
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Bay Shore Drive/Dover Drive at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	28	1	1600	0.017		0	28	1	1600	0.017		0	20	1	1600	0.013	*	0	20	1	1600	0.013	*	0	20	1	1600	0.013	*
Nb Thru	63	2	3200	0.034	*	0	63	2	3200	0.034	*	0	20	2	3200	0.009		0	20	2	3200	0.009		0	20	2	3200	0.009	
Nb Right	46	0	0	-		0	46	0	0	-		0	10	0	0	-		0	10	0	0	-		0	10	0	0	-	
Sb Left	993	3	4800	0.207	*	0	993	3	4800	0.207	*	0	1050	3	4800	0.219	*	0	1050	3	4800	0.219	*	0	1050	3	4800	0.219	*
Sb Thru	66	1	1600	0.041		0	66	1	1600	0.041		0	20	1	1600	0.013		0	20	1	1600	0.013		0	20	1	1600	0.013	
Sb Right	196	1	1600	0.122		0	196	1	1600	0.122		0	180	1	1600	0.113		0	180	1	1600	0.113		0	180	1	1600	0.113	
Eb Left	156	2	3200	0.049	*	0	156	2	3200	0.049	*	0	140	2	3200	0.044	*	0	140	2	3200	0.044	*	0	140	2	3200	0.044	*
Eb Thru	1755	3	4800	0.372		0	1755	3	4800	0.372		0	2320	3	4800	0.488		-30	2290	3	4800	0.481		0	2290	3	4800	0.481	
Eb Right	29	0	0	-		0	29	0	0	-		0	20	0	0	-		0	20	0	0	-		0	20	0	0	-	
Wb Left	60	1	1600	0.038		0	60	1	1600	0.038		0	20	1	1600	0.013		0	20	1	1600	0.013		0	20	1	1600	0.013	
Wb Thru	2394	3	4800	0.499	*	0	2394	3	4800	0.499	*	0	3070	3	4800	0.640	*	-10	3060	3	4800	0.638	*	0	3060	3	4800	0.638	*
Wb Right	1267	Free	9999999	0.000		0	1267	Free	9999999	0.000		0	1310	Free	9999999	0.000		0	1310	Free	9999999	0.000		0	1310	Free	9999999	0.000	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.789						0.789						0.916						0.914						0.914	
LOS				C						C						E						E						E	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*7053*	*0 7053*	*0 8180*	*-40 8140*	*0 8140*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 7.
N-S St: Bayside Drive
E-W St: East Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 6Ø N-S Split

Bayside Drive at East Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	398	0	0	0.000		0	398	0	0	0.000		0	470	0	0	0.000		10	480	0	0	0.000		0	480	0	0	0.000	
Nb Thru	17	3	4800	0.094	*	0	17	3	4800	0.094	*	0	30	3	4800	0.115	*	0	30	3	4800	0.117	*	0	30	3	4800	0.117	*
Nb Right	35	0	0	-		0	35	0	0	-		0	50	0	0	-		0	50	0	0	-		0	50	0	0	-	
Sb Left	19	1	1600	0.012		0	19	1	1600	0.012		0	40	1	1600	0.025		0	40	1	1600	0.025		0	40	1	1600	0.025	
Sb Thru	9	1	1600	0.017	*	0	9	1	1600	0.017	*	0	20	1	1600	0.031	*	0	20	1	1600	0.031	*	0	20	1	1600	0.031	*
Sb Right	18	0	0	-		0	18	0	0	-		0	30	0	0	-		0	30	0	0	-		0	30	0	0	-	
Eb Left	26	1	1600	0.016		0	26	1	1600	0.016		0	100	1	1600	0.063		0	100	1	1600	0.063		0	100	1	1600	0.063	
Eb Thru	2828	3	4800	0.589	*	0	2828	3	4800	0.589	*	0	3330	3	4800	0.694	*	10	3340	3	4800	0.696	*	0	3340	3	4800	0.696	*
Eb Right	347	1	1600	0.217		0	347	1	1600	0.217		0	440	1	1600	0.275		0	440	1	1600	0.275		0	440	1	1600	0.275	
Wb Left	63	1	1600	0.039	*	0	63	1	1600	0.039	*	0	70	1	1600	0.044	*	10	80	1	1600	0.050	*	0	80	1	1600	0.050	*
Wb Thru	1421	4	6400	0.224		0	1421	4	6400	0.224		0	1740	4	6400	0.286		-40	1700	4	6400	0.280		0	1700	4	6400	0.280	
Wb Right	14	0	0	-		0	14	0	0	-		0	90	0	0	-		0	90	0	0	-		0	90	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.739						0.739						0.884						0.894						0.894	
LOS				C						C						D						D						D	

A-109

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.010
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5196*	*0 5196*	*0 6410*	*-10 6400*	*0 6400*

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 7.
N-S St: Bayside Drive
E-W St: East Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 6Ø N-S Split

Bayside Drive at East Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	482	0	0	0.000	0	482	0	0	0.000	0	580	0	0	0.000	-10	570	0	0	0.000	0	570	0	0	0.000
Nb Thru	17	3	4800	0.110 *	0	17	3	4800	0.110 *	0	30	3	4800	0.135 *	0	30	3	4800	0.133 *	0	30	3	4800	0.133 *
Nb Right	29	0	0	-	0	29	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Sb Left	27	1	1600	0.017	0	27	1	1600	0.017	0	120	1	1600	0.075 *	0	120	1	1600	0.075 *	0	120	1	1600	0.075 *
Sb Thru	11	1	1600	0.026 *	0	11	1	1600	0.026 *	0	30	1	1600	0.075	0	30	1	1600	0.075	0	30	1	1600	0.075
Sb Right	30	0	0	-	0	30	0	0	-	0	90	0	0	-	0	90	0	0	-	0	90	0	0	-
Eb Left	48	1	1600	0.030 *	0	48	1	1600	0.030 *	0	100	1	1600	0.063 *	0	100	1	1600	0.063 *	0	100	1	1600	0.063 *
Eb Thru	1966	3	4800	0.410	0	1966	3	4800	0.410	0	2310	3	4800	0.481	-10	2300	3	4800	0.479	0	2300	3	4800	0.479
Eb Right	428	1	1600	0.268	0	428	1	1600	0.268	0	570	1	1600	0.356	-10	560	1	1600	0.350	0	560	1	1600	0.350
Wb Left	75	1	1600	0.047	0	75	1	1600	0.047	0	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044
Wb Thru	3056	4	6400	0.482 *	0	3056	4	6400	0.482 *	0	3620	4	6400	0.581 *	0	3620	4	6400	0.581 *	0	3620	4	6400	0.581 *
Wb Right	29	0	0	-	0	29	0	0	-	0	100	0	0	-	0	100	0	0	-	0	100	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.648					0.648					0.854					0.852					0.852
LOS				B					B					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6200*				*0*	*6200*				*0*	*7660*				*-30*	*7630*				*0*	*7630*			

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 8.
N-S St: Jamboree Road
E-W St: East Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 8Ø Traffic Signal

Jamboree Road at East Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	30	1	1600	0.018	0	30	1	1600	0.018
Nb Thru	439	2	3200	0.193 *	0	439	2	3200	0.193 *
Nb Right	177	0	0	-	0	177	0	0	-
Sb Left	221	1	1600	0.138 *	0	221	1	1600	0.138 *
Sb Thru	311	2	3200	0.097	0	311	2	3200	0.097
Sb Right	662	Free	9999999	0.000	0	662	Free	9999999	0.000
Eb Left	1222	3	4800	0.255 *	0	1222	3	4800	0.255 *
Eb Thru	1941	4	6400	0.308	0	1941	4	6400	0.308
Eb Right	31	0	0	-	0	31	0	0	-
Wb Left	138	2	3200	0.043	0	138	2	3200	0.043
Wb Thru	1049	4	6400	0.164 *	0	1049	4	6400	0.164 *
Wb Right	216	1	1600	0.135	0	216	1	1600	0.135
Yellow Allowance:				0.000 *					0.000 *
ICU				0.750					0.750
LOS				C					C

	2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC				
Movement	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	30	1	1600	0.019	0	30	1	1600	0.019
Nb Thru	0	570	2	3200	0.234 *	0	570	2	3200	0.234 *
Nb Right	0	180	0	0	-	0	180	0	0	-
Sb Left	0	230	1	1600	0.144 *	0	230	1	1600	0.144 *
Sb Thru	0	320	2	3200	0.100	0	320	2	3200	0.100
Sb Right	0	850	Free	9999999	0.000	-30	820	Free	9999999	0.000
Eb Left	0	1310	3	4800	0.273 *	-10	1300	3	4800	0.271 *
Eb Thru	0	2150	4	6400	0.342	20	2170	4	6400	0.345
Eb Right	0	40	0	0	-	0	40	0	0	-
Wb Left	0	140	2	3200	0.044	0	140	2	3200	0.044
Wb Thru	0	1130	4	6400	0.177 *	0	1130	4	6400	0.177 *
Wb Right	0	220	1	1600	0.138	0	220	1	1600	0.138
Yellow Allowance:					0.000 *					0.000 *
ICU					0.828					0.826
LOS					D					D

	2025 WITH MITIGATION				
Movement	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	30	1	1600	0.019
Nb Thru	0	570	2	3200	0.234 *
Nb Right	0	180	0	0	-
Sb Left	0	230	1	1600	0.144 *
Sb Thru	0	320	2	3200	0.100
Sb Right	0	820	Free	9999999	0.000
Eb Left	0	1300	3	4800	0.271 *
Eb Thru	0	2170	4	6400	0.345
Eb Right	0	40	0	0	-
Wb Left	0	140	2	3200	0.044
Wb Thru	0	1130	4	6400	0.177 *
Wb Right	0	220	1	1600	0.138
Yellow Allowance:					0.000 *
ICU					0.826
LOS					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6436*	*0*	*6436*	*0*	*7170*	*-20*	*7150*	*0*	*7150*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 8.
N-S St: Jamboree Road
E-W St: East Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 8Ø Traffic Signal

Jamboree Road at East Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	50	1	1600	0.031		0	50	1	1600	0.031		0	50	1	1600	0.031		0	50	1	1600	0.031		0	50	1	1600	0.031	
Nb Thru	288	2	3200	0.117	*	0	288	2	3200	0.117	*	0	380	2	3200	0.156	*	-20	360	2	3200	0.150	*	0	360	2	3200	0.150	*
Nb Right	86	0	0	-		0	86	0	0	-		0	120	0	0	-		0	120	0	0	-		0	120	0	0	-	
Sb Left	255	1	1600	0.159	*	0	255	1	1600	0.159	*	0	260	1	1600	0.163	*	0	260	1	1600	0.163	*	0	260	1	1600	0.163	*
Sb Thru	727	2	3200	0.227		0	727	2	3200	0.227		0	730	2	3200	0.228		0	730	2	3200	0.228		0	730	2	3200	0.228	
Sb Right	1322	Free	9999999	0.000		0	1322	Free	9999999	0.000		0	1800	Free	9999999	0.000		-10	1790	Free	9999999	0.000		0	1790	Free	9999999	0.000	
Eb Left	880	3	4800	0.183	*	0	880	3	4800	0.183	*	0	880	3	4800	0.183	*	0	880	3	4800	0.183	*	0	880	3	4800	0.183	*
Eb Thru	1626	4	6400	0.258		0	1626	4	6400	0.258		0	1630	4	6400	0.259		0	1630	4	6400	0.259		0	1630	4	6400	0.259	
Eb Right	28	0	0	-		0	28	0	0	-		0	30	0	0	-		0	30	0	0	-		0	30	0	0	-	
Wb Left	189	2	3200	0.059		0	189	2	3200	0.059		0	230	2	3200	0.072		0	230	2	3200	0.072		0	230	2	3200	0.072	
Wb Thru	2046	4	6400	0.320	*	0	2046	4	6400	0.320	*	0	2310	4	6400	0.361	*	-10	2300	4	6400	0.359	*	0	2300	4	6400	0.359	*
Wb Right	234	1	1600	0.146		0	234	1	1600	0.146		0	240	1	1600	0.150		0	240	1	1600	0.150		0	240	1	1600	0.150	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.779						0.779						0.863						0.865						0.865	
LOS				C						C						D						D						D	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.008
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*7730*	*0 7730*	*0 8660*	*-40 8620*	*0 8620*

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(714) 641-1587

Intersection: 9.
N-S St: Newport Boulevard
E-W St: Via Lido
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Via Lido
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	1308	3	4800	0.277 *	0	1308	3	4800	0.277 *	0	1660	3	4800	0.346 *	10	1670	3	4800	0.350 *	0	1670	3	4800	0.350 *
Nb Right	23	0	0	-	0	23	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Sb Left	415	2	3200	0.130 *	0	415	2	3200	0.130 *	0	400	2	3200	0.125	0	400	2	3200	0.125	0	400	2	3200	0.125
Sb Thru	853	3	4800	0.178	0	853	3	4800	0.178	0	860	3	4800	0.179	0	860	3	4800	0.179	0	860	3	4800	0.179
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	9	1	1600	0.006	0	9	1	1600	0.006	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	402	2	3200	0.126	0	402	2	3200	0.126	0	490	2	3200	0.153 *	-10	480	2	3200	0.150 *	0	480	2	3200	0.150 *
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.413					0.413					0.501					0.500					0.500
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.001
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3010*				*0*	*3010*				*0*	*3450*				*0*	*3450*				*0*	*3450*			

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 9.
N-S St: Newport Boulevard
E-W St: Via Lido
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 3Ø Traffic Signal

Newport Boulevard at Via Lido
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	1197	3	4800	0.260	0	1197	3	4800	0.260	0	1320	3	4800	0.285	0	1320	3	4800	0.285	0	1320	3	4800	0.285
Nb Right	49	0	0	-	0	49	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Sb Left	527	2	3200	0.165	0	527	2	3200	0.165	0	590	2	3200	0.184	0	590	2	3200	0.184	0	590	2	3200	0.184
Sb Thru	2104	3	4800	0.438 *	0	2104	3	4800	0.438 *	0	2460	3	4800	0.513 *	0	2460	3	4800	0.513 *	0	2460	3	4800	0.513 *
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	29	1	1600	0.018	0	29	1	1600	0.018	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	524	2	3200	0.164	0	524	2	3200	0.164	0	580	2	3200	0.181	0	580	2	3200	0.181	0	580	2	3200	0.181
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.456					0.456					0.519					0.519					0.519
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4431*				*0*	*4431*				*0*	*5010*				*0*	*5010*				*0*	*5010*			

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
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Intersection: 10.
N-S St: Newport Boulevard
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Hospital Road
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	128	1	1600	0.080	*	0	128	1	1600	0.080	*	0	210	1	1600	0.131	*	-30	180	1	1600	0.113	*	0	180	1	1600	0.113	*
Nb Thru	1556	3	4800	0.324		0	1556	3	4800	0.324		0	1970	3	4800	0.410		-40	1930	3	4800	0.402		0	1930	3	4800	0.402	
Nb Right	74	1	1600	0.046		0	74	1	1600	0.046		0	60	1	1600	0.038		0	60	1	1600	0.038		0	60	1	1600	0.038	
Sb Left	52	1	1600	0.032		0	52	1	1600	0.032		0	50	1	1600	0.031		0	50	1	1600	0.031		0	50	1	1600	0.031	
Sb Thru	1152	3	4800	0.323	*	0	1152	3	4800	0.323	*	0	1530	3	4800	0.394	*	-190	1340	3	4800	0.375	*	0	1340	3	4800	0.375	*
Sb Right	400	0	0	-		0	400	0	0	-		0	360	0	0	-		100	460	0	0	-		0	460	0	0	-	
Eb Left	162	2	3200	0.051	*	0	162	2	3200	0.051	*	0	140	2	3200	0.044		20	160	2	3200	0.050		0	160	2	3200	0.050	
Eb Thru	132	1	1600	0.083		0	132	1	1600	0.083		0	310	1	1600	0.194	*	-100	210	1	1600	0.131	*	0	210	1	1600	0.131	*
Eb Right	262	1	1600	0.163		0	262	1	1600	0.163		0	130	1	1600	0.081		120	250	1	1600	0.156		0	250	1	1600	0.156	
Wb Left	84	1	1600	0.052		0	84	1	1600	0.052		0	80	1	1600	0.050	*	0	80	1	1600	0.050	*	0	80	1	1600	0.050	*
Wb Thru	224	2	3200	0.096	*	0	224	2	3200	0.096	*	0	270	2	3200	0.103		0	270	2	3200	0.106		0	270	2	3200	0.106	
Wb Right	84	0	0	-		0	84	0	0	-		0	60	0	0	-		10	70	0	0	-		0	70	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.550						0.550						0.769						0.669						0.669	
LOS				A						A						C						B						B	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.100
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4309*	*0 4309*	*0 5170*	*-110 5060*	*0 5060*

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 10.
N-S St: Newport Boulevard
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 8Ø Traffic Signal

Newport Boulevard at Hospital Road
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	148	1	1600	0.093 *	0	148	1	1600	0.093 *	0	260	1	1600	0.163 *	-20	240	1	1600	0.150 *	0	240	1	1600	0.150 *
Nb Thru	1511	3	4800	0.315	0	1511	3	4800	0.315	0	1660	3	4800	0.350	-20	1660	3	4800	0.346	0	1660	3	4800	0.346
Nb Right	119	1	1600	0.074	0	119	1	1600	0.074	0	150	1	1600	0.094	0	150	1	1600	0.094	0	150	1	1600	0.094
Sb Left	45	1	1600	0.028	0	45	1	1600	0.028	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Sb Thru	1755	3	4800	0.410 *	0	1755	3	4800	0.410 *	0	2210	3	4800	0.502 *	-80	2130	3	4800	0.494 *	0	2130	3	4800	0.494 *
Sb Right	214	0	0	-	0	214	0	0	-	0	200	0	0	-	40	240	0	0	-	0	240	0	0	-
Eb Left	300	2	3200	0.094	0	300	2	3200	0.094	0	340	2	3200	0.106 *	-20	320	2	3200	0.100 *	0	320	2	3200	0.100 *
Eb Thru	135	1	1600	0.084 *	0	135	1	1600	0.084 *	0	210	1	1600	0.131	-10	200	1	1600	0.125	0	200	1	1600	0.125
Eb Right	260	1	1600	0.162	0	260	1	1600	0.162	0	280	1	1600	0.175	70	350	1	1600	0.219	0	350	1	1600	0.219
Wb Left	150	1	1600	0.094 *	0	150	1	1600	0.094 *	0	90	1	1600	0.056	-10	80	1	1600	0.050	0	80	1	1600	0.050
Wb Thru	181	2	3200	0.067	0	181	2	3200	0.067	0	260	2	3200	0.081 *	10	270	2	3200	0.094 *	0	270	2	3200	0.094 *
Wb Right	34	0	0	-	0	34	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Yellow Allowance:			0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU			0.681					0.681					0.862					0.838					0.838
LOS			B					B					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.024
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4854*				*0*	*4854*				*0*	*5720*				*-40*	*5680*				*0*	*5680*			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 11.
N-S St: Placentia Avenue
E-W St: Superior Avenue
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 5Ø Traffic Signal

Placentia Avenue at Superior Avenue
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC: Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH: Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS: Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC: Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION: Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	12	0	0	0.000 *	0	12	0	0	0.000 *	0	10	0	0	0.000 *	0	10	0	0	0.000 *	0	10	0	0	0.000 *
Nb Thru	232	2	3200	0.091	0	232	2	3200	0.091	0	330	2	3200	0.119	0	330	2	3200	0.119	0	330	2	3200	0.119
Nb Right	47	0	0	-	0	47	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Sb Left	12	1	1600	0.008	0	12	1	1600	0.008	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Sb Thru	328	1	1600	0.205 *	0	328	1	1600	0.205 *	0	420	1	1600	0.263 *	-30	390	1	1600	0.244 *	0	390	1	1600	0.244 *
Sb Right	236	1	1600	0.148	0	236	1	1600	0.148	0	110	1	1600	0.069	20	130	1	1600	0.081	0	130	1	1600	0.081
Eb Left	362	1	1600	0.226	0	362	1	1600	0.226	0	120	1	1600	0.075	0	120	1	1600	0.075	0	120	1	1600	0.075
Eb Thru	1133	2	3200	0.362 *	0	1133	2	3200	0.362 *	0	1010	2	3200	0.328 *	10	1020	2	3200	0.331 *	0	1020	2	3200	0.331 *
Eb Right	26	0	0	-	0	26	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Wb Left	52	1	1600	0.033 *	0	52	1	1600	0.033 *	0	30	1	1600	0.019 *	0	30	1	1600	0.019 *	0	30	1	1600	0.019 *
Wb Thru	260	2	3200	0.084	0	260	2	3200	0.084	0	220	2	3200	0.072	-10	210	2	3200	0.069	0	210	2	3200	0.069
Wb Right	8	0	0	-	0	8	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.600					0.600					0.610					0.594					0.594
LOS				A					A					B					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.016
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2708*				*0*	*2708*				*0*	*2350*				*-10*	*2340*				*0*	*2340*			

A-11

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 11.
N-S St: Placentia Avenue
E-W St: Superior Avenue
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 5Ø Traffic Signal

Placentia Avenue at Superior Avenue
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	37	0	0	0.000	0	37	0	0	0.000	0	40	0	0	0.000 *	0	40	0	0	0.000 *	0	40	0	0	0.000 *
Nb Thru	320	2	3200	0.137 *	0	320	2	3200	0.137 *	0	440	2	3200	0.175	-10	430	2	3200	0.175	0	430	2	3200	0.175
Nb Right	80	0	0	-	0	80	0	0	-	0	80	0	0	-	10	90	0	0	-	0	90	0	0	-
Sb Left	15	1	1600	0.009 *	0	15	1	1600	0.009 *	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Sb Thru	231	1	1600	0.144	0	231	1	1600	0.144	0	330	1	1600	0.206 *	20	350	1	1600	0.219 *	0	350	1	1600	0.219 *
Sb Right	423	1	1600	0.264	0	423	1	1600	0.264	0	240	1	1600	0.150	-30	210	1	1600	0.131	0	210	1	1600	0.131
Eb Left	320	1	1600	0.200 *	0	320	1	1600	0.200 *	0	210	1	1600	0.131 *	-20	190	1	1600	0.119 *	0	190	1	1600	0.119 *
Eb Thru	436	2	3200	0.140	0	436	2	3200	0.140	0	340	2	3200	0.113	-10	330	2	3200	0.109	0	330	2	3200	0.109
Eb Right	13	0	0	-	0	13	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	58	1	1600	0.036	0	58	1	1600	0.036	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Wb Thru	630	2	3200	0.201 *	0	630	2	3200	0.201 *	0	620	2	3200	0.197 *	20	640	2	3200	0.203 *	0	640	2	3200	0.203 *
Wb Right	13	0	0	-	0	13	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.647					0.647					0.634					0.641					0.641
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.007
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2576*				*0*	*2576*				*0*	*2380*				*-20*	*2360*				*0*	*2360*			

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(714) 641-1587

Intersection: 12.
N-S St: Newport Blvd SB Off-Ramp
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Blvd SB Off-Ramp at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION: Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	454	2	3200	0.142	0	454	2	3200	0.142	0	350	2	3200	0.109	130	480	2	3200	0.150	0	480	2	3200	0.150
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	284	1	1600	0.177 *	0	284	1	1600	0.177 *	0	620	1	1600	0.388 *	-210	410	1	1600	0.256 *	0	410	1	1600	0.256 *
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	1995	2	3200	0.623 *	0	1995	2	3200	0.623 *	0	2440	2	3200	0.763 *	-60	2380	2	3200	0.744 *	0	2380	2	3200	0.744 *
Eb Right	645	Free	9999999	0.000	0	645	Free	9999999	0.000	0	600	Free	9999999	0.000	0	600	Free	9999999	0.000	0	600	Free	9999999	0.000
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	1098	3	4800	0.229	0	1098	3	4800	0.229	0	1560	3	4800	0.325	-50	1510	3	4800	0.315	0	1510	3	4800	0.315
Wb Right	496	Free	9999999	0.000	0	496	Free	9999999	0.000	0	510	Free	9999999	0.000	0	510	Free	9999999	0.000	0	510	Free	9999999	0.000
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.800					0.800					1.151					1.000					1.000
LOS				C					C					F					F					F

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.151
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	4970	0 4970	0 6080	-190 5890	0 5890

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(714) 641-1587

Intersection: 12.
N-S St: Newport Blvd SB Off-Ramp
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Blvd SB Off-Ramp at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	532	2	3200	0.166	0	532	2	3200	0.166	0	570	2	3200	0.178	70	640	2	3200	0.200	0	640	2	3200	0.200
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	394	1	1600	0.246 *	0	394	1	1600	0.246 *	0	420	1	1600	0.263 *	-100	320	1	1600	0.200	0	320	1	1600	0.200
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	942	2	3200	0.295	0	942	2	3200	0.295	0	1520	2	3200	0.475	-140	1380	2	3200	0.431	0	1380	2	3200	0.431
Eb Right	257	Free	9999999	0.000	0	257	Free	9999999	0.000	0	240	Free	9999999	0.000	-20	220	Free	9999999	0.000	0	220	Free	9999999	0.000
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	1948	3	4800	0.406 *	0	1948	3	4800	0.406 *	0	2350	3	4800	0.490 *	-20	2330	3	4800	0.485 *	0	2330	3	4800	0.485 *
Wb Right	585	Free	9999999	0.000	0	585	Free	9999999	0.000	0	680	Free	9999999	0.000	0	680	Free	9999999	0.000	0	680	Free	9999999	0.000
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000					0.000 *
ICU				0.652					0.652					0.753					0.686					0.686
LOS				B					B					C					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.068
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4659*	*0 4659*	*0 5780*	*-210 5570*	*0 5570*

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Intersection: 13.
N-S St: Superior Avenue
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Superior Avenue at Hospital Road
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	0	1	1600	0.000		0	0	1	1600	0.000		0	0	1	1600	0.000		0	0	1	1600	0.000		0	0	1	1600	0.000	
Nb Thru	1523	2	3200	0.604	*	0	1523	2	3200	0.604	*	0	1210	2	3200	0.559	*	20	1230	2	3200	0.569	*	0	1230	2	3200	0.569	*
Nb Right	410	0	0	-		0	410	0	0	-		0	580	0	0	-		10	590	0	0	-		0	590	0	0	-	
Sb Left	79	1	1600	0.049	*	0	79	1	1600	0.049	*	0	100	1	1600	0.063	*	10	110	1	1600	0.069	*	0	110	1	1600	0.069	*
Sb Thru	476	2	3200	0.149		0	476	2	3200	0.149		0	270	2	3200	0.084		10	280	2	3200	0.088		0	280	2	3200	0.088	
Sb Right	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-	
Eb Left	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*
Eb Thru	0	1	1600	0.000		0	0	1	1600	0.000		0	0	1	1600	0.000		0	0	1	1600	0.000		0	0	1	1600	0.000	
Eb Right	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-	
Wb Left	35	0	0	0.000		0	35	0	0	0.000		0	50	0	0	0.000		0	50	0	0	0.000		0	50	0	0	0.000	
Wb Thru	0	2	3200	0.030	*	0	0	2	3200	0.030	*	0	0	2	3200	0.034	*	0	0	2	3200	0.034	*	0	0	2	3200	0.034	*
Wb Right	60	0	0	-		0	60	0	0	-		0	60	0	0	-		0	60	0	0	-		0	60	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.683						0.683						0.656						0.672						0.672	
LOS				B						B						B						B						B	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.016
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2583*		*0*	*2583*		*0*	*2270*		*50*	*2320*		*0*	*2320*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 13.
N-S St: Superior Avenue
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 2Ø Traffic Signal

Superior Avenue at Hospital Road
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Nb Thru	850	2	3200	0.311 *	0	850	2	3200	0.311 *	0	650	2	3200	0.247 *	-30	620	2	3200	0.238 *	0	620	2	3200	0.238 *
Nb Right	144	0	0	-	0	144	0	0	-	0	140	0	0	-	0	140	0	0	-	0	140	0	0	-
Sb Left	108	1	1600	0.067 *	0	108	1	1600	0.067 *	0	110	1	1600	0.069 *	0	110	1	1600	0.069 *	0	110	1	1600	0.069 *
Sb Thru	1129	2	3200	0.353	0	1129	2	3200	0.353	0	910	2	3200	0.284	10	920	2	3200	0.288	0	920	2	3200	0.288
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	634	0	0	0.000	0	634	0	0	0.000	0	780	0	0	0.000	-10	770	0	0	0.000	0	770	0	0	0.000
Wb Thru	0	2	3200	0.237 *	0	0	2	3200	0.237 *	0	0	2	3200	0.278 *	0	0	2	3200	0.278 *	0	0	2	3200	0.278 *
Wb Right	125	0	0	-	0	125	0	0	-	0	110	0	0	-	10	120	0	0	-	0	120	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.616					0.616					0.594					0.585					0.585
LOS				B					B					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.009
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	2989	0	2989	0	2700	-20	2680	0	2680

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INTERSECTION CAPACITY UTILIZATION

Intersection: 14.
N-S St: Hoag Drive/Placentia Ave
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 3Ø N-S Split

Hoag Drive/Placentia Ave at Hospital Road
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	16	0	0	0.000	0	16	0	0	0.000	0	20	0	0	0.000	0	20	0	0	0.000	0	20	0	0	0.000
Nb Thru	22	1	1600	0.024 *	0	22	1	1600	0.024 *	0	60	1	1600	0.050 *	-10	50	1	1600	0.044 *	0	50	1	1600	0.044 *
Nb Right	78	1	1600	0.049	0	78	1	1600	0.049	0	90	1	1600	0.056	30	120	1	1600	0.075	0	120	1	1600	0.075
Sb Left	341	0	0	0.000	0	341	0	0	0.000	0	390	0	0	0.000	0	390	0	0	0.000	0	390	0	0	0.000
Sb Thru	45	2	3200	0.131 *	0	45	2	3200	0.131 *	0	120	2	3200	0.163 *	-30	90	2	3200	0.156 *	0	90	2	3200	0.156 *
Sb Right	34	0	0	-	0	34	0	0	-	0	10	0	0	-	10	20	0	0	-	0	20	0	0	-
Eb Left	67	1	1600	0.042 *	0	67	1	1600	0.042 *	0	70	1	1600	0.044 *	0	70	1	1600	0.044	0	70	1	1600	0.044
Eb Thru	289	2	3200	0.104	0	289	2	3200	0.104	0	260	2	3200	0.153	0	260	2	3200	0.156 *	0	260	2	3200	0.156 *
Eb Right	44	0	0	-	0	44	0	0	-	0	230	0	0	-	10	240	0	0	-	0	240	0	0	-
Wb Left	158	1	1600	0.099	0	158	1	1600	0.099	0	110	1	1600	0.069	70	180	1	1600	0.113 *	0	180	1	1600	0.113 *
Wb Thru	159	2	3200	0.173 *	0	159	2	3200	0.173 *	0	170	2	3200	0.216 *	-10	160	2	3200	0.213	0	160	2	3200	0.213
Wb Right	395	0	0	-	0	395	0	0	-	0	520	0	0	-	0	520	0	0	-	0	520	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.370					0.370					0.473					0.469					0.469
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.004
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*1647*				*0*	*1647*				*0*	*2050*				*70*	*2120*				*0*	*2120*			

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Intersection: 14.
N-S St: Hoag Drive/Placentia Ave
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 3Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Hoag Drive/Placentia Ave at Hospital Road
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	38	0	0	0.000	0	38	0	0	0.000	0	150	0	0	0.000	-10	140	0	0	0.000	0	140	0	0	0.000
Nb Thru	67	1	1600	0.065 *	0	67	1	1600	0.065 *	0	100	1	1600	0.156 *	20	120	1	1600	0.163 *	0	120	1	1600	0.163 *
Nb Right	139	1	1600	0.087	0	139	1	1600	0.087	0	200	1	1600	0.125	-10	190	1	1600	0.119	0	190	1	1600	0.119
Sb Left	435	0	0	0.000	0	435	0	0	0.000	0	550	0	0	0.000	30	580	0	0	0.000	0	580	0	0	0.000
Sb Thru	35	2	3200	0.180 *	0	35	2	3200	0.180 *	0	80	2	3200	0.216 *	-10	70	2	3200	0.222 *	0	70	2	3200	0.222 *
Sb Right	106	0	0	-	0	106	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Eb Left	140	1	1600	0.088 *	0	140	1	1600	0.088 *	0	160	1	1600	0.100 *	-10	150	1	1600	0.094 *	0	150	1	1600	0.094 *
Eb Thru	292	2	3200	0.102	0	292	2	3200	0.102	0	270	2	3200	0.097	0	270	2	3200	0.097	0	270	2	3200	0.097
Eb Right	34	0	0	-	0	34	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Wb Left	153	1	1600	0.096	0	153	1	1600	0.096	0	160	1	1600	0.100	50	210	1	1600	0.131	0	210	1	1600	0.131
Wb Thru	246	2	3200	0.240 *	0	246	2	3200	0.240 *	0	290	2	3200	0.297 *	-10	280	2	3200	0.294 *	0	280	2	3200	0.294 *
Wb Right	521	0	0	-	0	521	0	0	-	0	660	0	0	-	0	660	0	0	-	0	660	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.673					0.673					0.769					0.773					0.773
LOS				A					A					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.004
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2206*	*0*	*2206*	*0*	*2720*	*50*	*2770*	*0*	*2770*

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Intersection: 15.
N-S St: Hoag Drive
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Hoag Drive at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	4	1	1600	0.003	0	4	1	1600	0.003	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Nb Thru	0	1	1600	0.004 *	0	0	1	1600	0.004 *	0	10	1	1600	0.013 *	0	10	1	1600	0.013 *	0	10	1	1600	0.013 *
Nb Right	7	0	0	-	0	7	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Sb Left	27	2	3200	0.008 *	0	27	2	3200	0.008 *	0	120	2	3200	0.038 *	-50	70	2	3200	0.022 *	0	70	2	3200	0.022 *
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	43	1	1600	0.027	0	43	1	1600	0.027	0	100	1	1600	0.063	-30	70	1	1600	0.044	0	70	1	1600	0.044
Eb Left	161	1	1600	0.101	0	161	1	1600	0.101	0	230	1	1600	0.144	-70	160	1	1600	0.100	0	160	1	1600	0.100
Eb Thru	2189	3	4800	0.459 *	0	2189	3	4800	0.459 *	0	2510	3	4800	0.527 *	-30	2480	3	4800	0.521 *	0	2480	3	4800	0.521 *
Eb Right	14	0	0	-	0	14	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	13	1	1600	0.008 *	0	13	1	1600	0.008 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *
Wb Thru	765	4	6400	0.152	0	765	4	6400	0.152	0	920	4	6400	0.272	20	940	4	6400	0.231	0	940	4	6400	0.231
Wb Right	209	0	0	-	0	209	0	0	-	0	820	0	0	-	-280	540	0	0	-	0	540	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.479					0.479					0.584					0.562					0.562
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.022
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3432*	*0 3432*	*0 4760*	*-440 4320*	*0 4320*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 15.
N-S St: Hoag Drive
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 8Ø N-S Split

Hoag Drive at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	3	1	1600	0.002	0	3	1	1600	0.002	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Nb Thru	0	1	1600	0.008 *	0	0	1	1600	0.008 *	0	10	1	1600	0.013 *	0	10	1	1600	0.013 *	0	10	1	1600	0.013 *
Nb Right	12	0	0	-	0	12	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Sb Left	100	2	3200	0.031	0	100	2	3200	0.031	0	360	2	3200	0.113	-120	240	2	3200	0.075	0	240	2	3200	0.075
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	114	1	1600	0.071 *	0	114	1	1600	0.071 *	0	230	1	1600	0.144 *	-50	180	1	1600	0.113 *	0	180	1	1600	0.113 *
Eb Left	19	1	1600	0.012	0	19	1	1600	0.012	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Eb Thru	1075	3	4800	0.226	0	1075	3	4800	0.226	0	1370	3	4800	0.288	-40	1330	3	4800	0.279	0	1330	3	4800	0.279
Eb Right	12	0	0	-	0	12	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	59	1	1600	0.037	0	59	1	1600	0.037	0	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038
Wb Thru	2301	4	6400	0.366 *	0	2301	4	6400	0.366 *	0	2560	4	6400	0.420 *	-30	2530	4	6400	0.408 *	0	2530	4	6400	0.408 *
Wb Right	39	0	0	-	0	39	0	0	-	0	130	0	0	-	-50	80	0	0	-	0	80	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.446					0.446					0.577					0.534					0.534
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.043
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3734*				*0*	*3734*				*0*	*4780*				*-290*	*4490*				*0*	*4490*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 16.
N-S St: Superior Avenue
E-W St: 16th Street/Industrial Way
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 3Ø Traffic Signal

Superior Avenue at 16th Street/Industrial Way
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	77	1	1600	0.048		0	77	1	1600	0.048		0	50	1	1600	0.031		0	50	1	1600	0.031		0	50	1	1600	0.031	
Nb Thru	790	2	3200	0.265	*	0	790	2	3200	0.265	*	0	1150	2	3200	0.388	*	10	1160	2	3200	0.391	*	0	1160	2	3200	0.391	*
Nb Right	57	0	0	-		0	57	0	0	-		0	90	0	0	-		0	90	0	0	-		0	90	0	0	-	
Sb Left	26	1	1600	0.016	*	0	26	1	1600	0.016	*	0	20	1	1600	0.013	*	0	20	1	1600	0.013	*	0	20	1	1600	0.013	*
Sb Thru	420	2	3200	0.169		0	420	2	3200	0.169		0	360	2	3200	0.141		-10	350	2	3200	0.138		0	350	2	3200	0.138	
Sb Right	120	0	0	-		0	120	0	0	-		0	90	0	0	-		0	90	0	0	-		0	90	0	0	-	
Eb Left	25	1	1600	0.016	*	0	25	1	1600	0.016	*	0	30	1	1600	0.019	*	0	30	1	1600	0.019	*	0	30	1	1600	0.019	*
Eb Thru	150	1	1600	0.111		0	150	1	1600	0.111		0	140	1	1600	0.094		0	140	1	1600	0.094		0	140	1	1600	0.094	
Eb Right	27	0	0	-		0	27	0	0	-		0	10	0	0	-		0	10	0	0	-		0	10	0	0	-	
Wb Left	27	0	0	0.000		0	27	0	0	0.000		0	30	0	0	0.000		0	30	0	0	0.000		0	30	0	0	0.000	
Wb Thru	125	1	1600	0.119	*	0	125	1	1600	0.119	*	0	190	1	1600	0.156	*	0	190	1	1600	0.156	*	0	190	1	1600	0.156	*
Wb Right	39	0	0	-		0	39	0	0	-		0	30	0	0	-		0	30	0	0	-		0	30	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.416						0.416						0.576						0.579						0.579	
LOS				A						A						A						A						A	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.003
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*1883*	*0 1883*	*0 2190*	*0 2190*	*0 2190*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 16.
N-S St: Superior Avenue
E-W St: 16th Street/Industrial Way
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 3Ø Traffic Signal

Superior Avenue at 16th Street/Industrial Way
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	51	1	1600	0.032 *	0	51	1	1600	0.032 *	0	40	1	1600	0.025 *	0	40	1	1600	0.025 *	0	40	1	1600	0.025 *
Nb Thru	709	2	3200	0.235	0	709	2	3200	0.235	0	740	2	3200	0.247	0	740	2	3200	0.247	0	740	2	3200	0.247
Nb Right	44	0	0	-	0	44	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Sb Left	18	1	1600	0.011	0	18	1	1600	0.011	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Sb Thru	721	2	3200	0.244 *	0	721	2	3200	0.244 *	0	810	2	3200	0.263 *	20	830	2	3200	0.269 *	0	830	2	3200	0.269 *
Sb Right	59	0	0	-	0	59	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Eb Left	50	1	1600	0.031	0	50	1	1600	0.031	0	120	1	1600	0.075 *	0	120	1	1600	0.075 *	0	120	1	1600	0.075 *
Eb Thru	147	1	1600	0.141 *	0	147	1	1600	0.141 *	0	120	1	1600	0.088	0	120	1	1600	0.088	0	120	1	1600	0.088
Eb Right	78	0	0	-	0	78	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	38	0	0	0.000 *	0	38	0	0	0.000 *	0	40	0	0	0.000	0	40	0	0	0.000	0	40	0	0	0.000
Wb Thru	77	1	1600	0.099	0	77	1	1600	0.099	0	120	1	1600	0.119 *	0	120	1	1600	0.119 *	0	120	1	1600	0.119 *
Wb Right	43	0	0	-	0	43	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.417					0.417					0.482					0.488					0.488
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.006
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2035*	*0*	*2035*	*0*	*2130*	*20*	*2150*	*0*	*2150*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 17.
N-S St: Newport Boulevard
E-W St: Industrial Way
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 3Ø Traffic Signal

Newport Boulevard at Industrial Way
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	76	1	1600	0.048	0	76	1	1600	0.048	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Nb Thru	1804	3	4800	0.380 *	0	1804	3	4800	0.380 *	0	2150	3	4800	0.450 *	-10	2140	3	4800	0.448 *	0	2140	3	4800	0.448 *
Nb Right	19	0	0	-	0	19	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Sb Left	114	1	1600	0.071 *	0	114	1	1600	0.071 *	0	110	1	1600	0.069 *	0	110	1	1600	0.069 *	0	110	1	1600	0.069 *
Sb Thru	1311	3	4800	0.286	0	1311	3	4800	0.286	0	1520	3	4800	0.354	-90	1430	3	4800	0.335	0	1430	3	4800	0.335
Sb Right	64	0	0	-	0	64	0	0	-	0	180	0	0	-	0	180	0	0	-	0	180	0	0	-
Eb Left	90	0	0	0.000	0	90	0	0	0.000	0	110	0	0	0.000	0	110	0	0	0.000	0	110	0	0	0.000
Eb Thru	95	1	1600	0.116 *	0	95	1	1600	0.116 *	0	100	1	1600	0.131 *	0	100	1	1600	0.131 *	0	100	1	1600	0.131 *
Eb Right	100	1	1600	0.063	0	100	1	1600	0.063	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Wb Left	3	1	1600	0.002 *	0	3	1	1600	0.002 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *
Wb Thru	70	1	1600	0.044	0	70	1	1600	0.044	0	80	1	1600	0.050	0	80	1	1600	0.050	0	80	1	1600	0.050
Wb Right	51	1	1600	0.032	0	51	1	1600	0.032	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.569					0.569					0.656					0.654					0.654
LOS				A					A					B					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3797*				*0*	*3797*				*0*	*4370*				*-100*	*4270*				*0*	*4270*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 17.
N-S St: Newport Boulevard
E-W St: Industrial Way
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 3Ø Traffic Signal

Newport Boulevard at Industrial Way
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio
Nb Left	67	1	1600	0.042 *
Nb Thru	1551	3	4800	0.327
Nb Right	17	0	0	-
Sb Left	71	1	1600	0.044
Sb Thru	1850	3	4800	0.397 *
Sb Right	54	0	0	-
Eb Left	80	0	0	0.000
Eb Thru	65	1	1600	0.091 *
Eb Right	105	1	1600	0.066
Wb Left	31	1	1600	0.019 *
Wb Thru	42	1	1600	0.026
Wb Right	90	1	1600	0.056
Yellow Allowance:				0.000 *
ICU				0.549
LOS				A
Total Vol.	4023			

Movement	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	67	1	1600	0.042 *
Nb Thru	0	1551	3	4800	0.327
Nb Right	0	17	0	0	-
Sb Left	0	71	1	1600	0.044
Sb Thru	0	1850	3	4800	0.397 *
Sb Right	0	54	0	0	-
Eb Left	0	80	0	0	0.000
Eb Thru	0	65	1	1600	0.091 *
Eb Right	0	105	1	1600	0.066
Wb Left	0	31	1	1600	0.019 *
Wb Thru	0	42	1	1600	0.026
Wb Right	0	90	1	1600	0.056
Yellow Allowance:					0.000 *
ICU					0.549
LOS					A
Total Vol.	0	4023			

Movement	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	10	1	1600	0.006 *
Nb Thru	0	1930	3	4800	0.404
Nb Right	0	10	0	0	-
Sb Left	0	60	1	1600	0.038
Sb Thru	0	2680	3	4800	0.573 *
Sb Right	0	70	0	0	-
Eb Left	0	150	0	0	0.000
Eb Thru	0	50	1	1600	0.125 *
Eb Right	0	10	1	1600	0.006
Wb Left	0	10	1	1600	0.006 *
Wb Thru	0	40	1	1600	0.025
Wb Right	0	40	1	1600	0.025
Yellow Allowance:					0.000 *
ICU					0.710
LOS					C
Total Vol.	0	5060			

Movement	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	10	1	1600	0.006 *
Nb Thru	-40	1890	3	4800	0.396
Nb Right	0	10	0	0	-
Sb Left	0	60	1	1600	0.038
Sb Thru	-40	2640	3	4800	0.565 *
Sb Right	0	70	0	0	-
Eb Left	0	150	0	0	0.000
Eb Thru	0	50	1	1600	0.125 *
Eb Right	0	10	1	1600	0.006
Wb Left	0	10	1	1600	0.006 *
Wb Thru	0	40	1	1600	0.025
Wb Right	0	40	1	1600	0.025
Yellow Allowance:					0.000 *
ICU					0.702
LOS					C
Total Vol.	-80	4980			

Movement	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	10	1	1600	0.006 *
Nb Thru	0	1890	3	4800	0.396
Nb Right	0	10	0	0	-
Sb Left	0	60	1	1600	0.038
Sb Thru	0	2640	3	4800	0.565 *
Sb Right	0	70	0	0	-
Eb Left	0	150	0	0	0.000
Eb Thru	0	50	1	1600	0.125 *
Eb Right	0	10	1	1600	0.006
Wb Left	0	10	1	1600	0.006 *
Wb Thru	0	40	1	1600	0.025
Wb Right	0	40	1	1600	0.025
Yellow Allowance:					0.000 *
ICU					0.702
LOS					C
Total Vol.	0	4980			

* Key conflicting movement as a part of ICU.
*** Functions as a separate turn lane, however, is not striped as such.*
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.008
Significant Impact: NO

Area Traffic Mitigation:

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 18.
N-S St: Newport Boulevard
E-W St: 16th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 5Ø Traffic Signal

Newport Boulevard at 16th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	14	1	1600	0.009		0	14	1	1600	0.009		0	10	1	1600	0.006		0	10	1	1600	0.006		0	10	1	1600	0.006	
Nb Thru	1827	3	4800	0.391	*	0	1827	3	4800	0.391	*	0	2120	3	4800	0.454	*	-10	2110	3	4800	0.452	*	0	2110	3	4800	0.452	*
Nb Right	50	0	0	-		0	50	0	0	-		0	60	0	0	-		0	60	0	0	-		0	60	0	0	-	
Sb Left	72	1	1600	0.045	*	0	72	1	1600	0.045	*	0	0	1	1600	0.000	*	0	0	1	1600	0.000	*	0	0	1	1600	0.000	*
Sb Thru	1423	3	4800	0.296		0	1423	3	4800	0.296		0	1700	3	4800	0.354		-90	1610	3	4800	0.335		0	1610	3	4800	0.335	
Sb Right	23	1	1600	0.014		0	23	1	1600	0.014		0	10	1	1600	0.006		0	10	1	1600	0.006		0	10	1	1600	0.006	
Eb Left	21	1	1600	0.013	*	0	21	1	1600	0.013	*	0	0	1	1600	0.000		0	0	1	1600	0.000		0	0	1	1600	0.000	
Eb Thru	21	1	1600	0.021		0	21	1	1600	0.021		0	120	1	1600	0.088	*	0	120	1	1600	0.088	*	0	120	1	1600	0.088	*
Eb Right	13	0	0	-		0	13	0	0	-		0	20	0	0	-		0	20	0	0	-		0	20	0	0	-	
Wb Left	37	1	1600	0.023		0	37	1	1600	0.023		0	200	1	1600	0.125	*	0	200	1	1600	0.125	*	0	200	1	1600	0.125	*
Wb Thru	34	1	1600	0.046	*	0	34	1	1600	0.046	*	0	90	1	1600	0.081		0	90	1	1600	0.081		0	90	1	1600	0.081	
Wb Right	39	0	0	-		0	39	0	0	-		0	40	0	0	-		0	40	0	0	-		0	40	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.495						0.495						0.667						0.665						0.665	
LOS				A						A						B						B						B	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3574*	*0 3574*	*0 4370*	*-100 4270*	*0 4270*

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Intersection: 18.
N-S St: Newport Boulevard
E-W St: 16th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 16th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	13	1	1600	0.008	0	13	1	1600	0.008	0	30	1	1600	0.019 *	0	30	1	1600	0.019 *	0	30	1	1600	0.019 *
Nb Thru	1700	3	4800	0.363 *	0	1700	3	4800	0.363 *	0	1940	3	4800	0.425	-40	1900	3	4800	0.417	0	1900	3	4800	0.417
Nb Right	44	0	0	-	0	44	0	0	-	0	100	0	0	-	0	100	0	0	-	0	100	0	0	-
Sb Left	80	1	1600	0.050 *	0	80	1	1600	0.050 *	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Sb Thru	1907	3	4800	0.397	0	1907	3	4800	0.397	0	2350	3	4800	0.490 *	-40	2310	3	4800	0.481 *	0	2310	3	4800	0.481 *
Sb Right	26	1	1600	0.016	0	26	1	1600	0.016	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Eb Left	20	1	1600	0.013 *	0	20	1	1600	0.013 *	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Eb Thru	41	1	1600	0.033	0	41	1	1600	0.033	0	170	1	1600	0.138 *	0	170	1	1600	0.138 *	0	170	1	1600	0.138 *
Eb Right	11	0	0	-	0	11	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Wb Left	51	1	1600	0.032	0	51	1	1600	0.032	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *
Wb Thru	75	1	1600	0.068 *	0	75	1	1600	0.068 *	0	160	1	1600	0.125	0	160	1	1600	0.125	0	160	1	1600	0.125
Wb Right	34	0	0	-	0	34	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.494					0.494					0.703					0.694					0.694
LOS				A					A					C					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.009
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4002*				*0*	*4002*				*0*	*4980*				*-80*	*4900*				*0*	*4900*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 19.
N-S St: Superior Avenue
E-W St: 17th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 8Ø Traffic Signal

Superior Avenue at 17th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	20	1	1600	0.013	0	20	1	1600	0.013	0	30	1	1600	0.019	2	32	1	1600	0.020	0	32	1	1600	0.020
Nb Thru	115	1	1600	0.072	0	115	1	1600	0.072	0	140	1	1600	0.088	8	148	1	1600	0.093	0	148	1	1600	0.093
Nb Right	1038	1	1600	0.649 *	0	1038	1	1600	0.649 *	0	940	1	1600	0.588 *	0	940	1	1600	0.588 *	0	940	1	1600	0.588 *
Sb Left	72	1	1600	0.045 *	0	72	1	1600	0.045 *	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *
Sb Thru	274	2	3200	0.104	0	274	2	3200	0.104	0	270	2	3200	0.106	-8	262	2	3200	0.104	0	262	2	3200	0.104
Sb Right	59	0	0	-	0	59	0	0	-	0	70	0	0	-	0	70	0	0	-	0	70	0	0	-
Eb Left	11	1	1600	0.007	0	11	1	1600	0.007	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Eb Thru	634	2	3200	0.208 *	0	634	2	3200	0.208 *	0	540	2	3200	0.172 *	0	540	2	3200	0.171 *	0	540	2	3200	0.171 *
Eb Right	31	0	0	-	0	31	0	0	-	0	10	0	0	-	-2	8	0	0	-	0	8	0	0	-
Wb Left	324	1	1600	0.203	0	324	1	1600	0.203	0	330	1	1600	0.206	0	330	1	1600	0.206	0	330	1	1600	0.206
Wb Thru	436	2	3200	0.145	0	436	2	3200	0.145	0	500	2	3200	0.191	0	500	2	3200	0.191	0	500	2	3200	0.191
Wb Right	27	0	0	-	0	27	0	0	-	0	110	0	0	-	0	110	0	0	-	0	110	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.902					0.902					0.816					0.815					0.815
LOS				E					E					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.001
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3041*	*0 3041*	*0 3040*	*0 3040*	*0 3040*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 19.
N-S St: Superior Avenue
E-W St: 17th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 8Ø Traffic Signal

Superior Avenue at 17th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	96	1	1600	0.060 *	0	96	1	1600	0.060 *	0	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044
Nb Thru	170	1	1600	0.106	0	170	1	1600	0.106	0	270	1	1600	0.169 *	0	270	1	1600	0.169 *	0	270	1	1600	0.169 *
Nb Right	651	1	1600	0.407	0	651	1	1600	0.407	0	600	1	1600	0.375	0	600	1	1600	0.375	0	600	1	1600	0.375
Sb Left	87	1	1600	0.054	0	87	1	1600	0.054	0	140	1	1600	0.088 *	0	140	1	1600	0.088 *	0	140	1	1600	0.088 *
Sb Thru	317	2	3200	0.123 *	0	317	2	3200	0.123 *	0	370	2	3200	0.188	16	386	2	3200	0.193	0	386	2	3200	0.193
Sb Right	78	0	0	-	0	78	0	0	-	0	230	0	0	-	0	230	0	0	-	0	230	0	0	-
Eb Left	26	1	1600	0.016	0	26	1	1600	0.016	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Eb Thru	543	2	3200	0.192 *	0	543	2	3200	0.192 *	0	770	2	3200	0.250 *	0	770	2	3200	0.251 *	0	770	2	3200	0.251 *
Eb Right	70	0	0	-	0	70	0	0	-	0	30	0	0	-	4	34	0	0	-	0	34	0	0	-
Wb Left	477	1	1600	0.298 *	0	477	1	1600	0.298 *	0	400	1	1600	0.250 *	0	400	1	1600	0.250 *	0	400	1	1600	0.250 *
Wb Thru	427	2	3200	0.159	0	427	2	3200	0.159	0	580	2	3200	0.213	0	580	2	3200	0.213	0	580	2	3200	0.213
Wb Right	81	0	0	-	0	81	0	0	-	0	100	0	0	-	0	100	0	0	-	0	100	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.673					0.673					0.757					0.758					0.758
LOS				B					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.001
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3023*	*0*	*3023*	*0*	*3600*	*20*	*3620*	*0*	*3620*

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Intersection: 20.
N-S St: Newport Boulevard
E-W St: 17th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 17th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	46	1	1600	0.029	0	46	1	1600	0.029	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Nb Thru	1699	3	4800	0.354 *	0	1699	3	4800	0.354 *	0	1920	3	4800	0.400 *	-9	1911	3	4800	0.398 *	0	1911	3	4800	0.398 *
Nb Right	197	1	1600	0.123	0	197	1	1600	0.123	0	330	1	1600	0.206	-1	329	1	1600	0.206	0	329	1	1600	0.206
Sb Left	749	2	3200	0.234 *	0	749	2	3200	0.234 *	0	650	2	3200	0.203 *	0	650	2	3200	0.203 *	0	650	2	3200	0.203 *
Sb Thru	1439	3	4800	0.398	0	1439	3	4800	0.398	0	1670	3	4800	0.425	-83	1587	3	4800	0.408	0	1587	3	4800	0.408
Sb Right	472	0	0	-	0	472	0	0	-	0	370	0	0	-	0	370	0	0	-	0	370	0	0	-
Eb Left	664	3	4800	0.138 *	0	664	3	4800	0.138 *	0	1200	3	4800	0.250 *	0	1200	3	4800	0.250 *	0	1200	3	4800	0.250 *
Eb Thru	435	2	3200	0.144	0	435	2	3200	0.144	0	510	2	3200	0.175	0	510	2	3200	0.175	0	510	2	3200	0.175
Eb Right	27	0	0	-	0	27	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Wb Left	138	2	3200	0.043	0	138	2	3200	0.043	0	130	2	3200	0.041	-7	123	2	3200	0.038	0	123	2	3200	0.038
Wb Thru	346	3	4800	0.072 *	0	346	3	4800	0.072 *	0	540	3	4800	0.113 *	0	540	3	4800	0.113 *	0	540	3	4800	0.113 *
Wb Right	118	1	1600	0.074	0	118	1	1600	0.074	0	240	1	1600	0.150	0	240	1	1600	0.150	0	240	1	1600	0.150
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.798					0.798					0.966					0.964					0.964
LOS				C					C					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6330*				*0*	*6330*				*0*	*7630*				*-100*	*7530*				*0*	*7530*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 20.
N-S St: Newport Boulevard
E-W St: 17th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 8Ø Traffic Signal

Newport Boulevard at 17th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	73	1	1600	0.046	0	73	1	1600	0.046
Nb Thru	1569	3	4800	0.327 *	0	1569	3	4800	0.327 *
Nb Right	172	1	1600	0.108	0	172	1	1600	0.108
Sb Left	788	2	3200	0.246 *	0	788	2	3200	0.246 *
Sb Thru	1821	3	4800	0.441	0	1821	3	4800	0.441
Sb Right	298	0	0	-	0	298	0	0	-
Eb Left	637	3	4800	0.133 *	0	637	3	4800	0.133 *
Eb Thru	514	2	3200	0.171	0	514	2	3200	0.171
Eb Right	32	0	0	-	0	32	0	0	-
Wb Left	227	2	3200	0.071	0	227	2	3200	0.071
Wb Thru	562	3	4800	0.117 *	0	562	3	4800	0.117 *
Wb Right	183	1	1600	0.114	0	183	1	1600	0.114
Yellow Allowance:				0.000 *					0.000 *
ICU				0.823					0.823
LOS				D					D

	2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Nb Thru	0	1980	3	4800	0.413 *	-38	1942	3	4800	0.405 *	0	1942	3	4800	0.405 *
Nb Right	0	250	1	1600	0.156	-2	248	1	1600	0.155	0	248	1	1600	0.155
Sb Left	0	690	2	3200	0.216 *	0	690	2	3200	0.216 *	0	690	2	3200	0.216 *
Sb Thru	0	2150	3	4800	0.517	-38	2112	3	4800	0.509	0	2112	3	4800	0.509
Sb Right	0	330	0	0	-	0	330	0	0	-	0	330	0	0	-
Eb Left	0	880	3	4800	0.183 *	0	880	3	4800	0.183 *	0	880	3	4800	0.183 *
Eb Thru	0	660	2	3200	0.222	0	660	2	3200	0.222	0	660	2	3200	0.222
Eb Right	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Wb Left	0	230	2	3200	0.072	-2	228	2	3200	0.071	0	228	2	3200	0.071
Wb Thru	0	700	3	4800	0.146 *	0	700	3	4800	0.146 *	0	700	3	4800	0.146 *
Wb Right	0	250	1	1600	0.156	0	250	1	1600	0.156	0	250	1	1600	0.156
Yellow Allowance:					0.000 *					0.000 *					0.000 *
ICU					0.958					0.950					0.950
LOS					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.008
Significant Impact: NO

Area Traffic Mitigation:

	2007 Existing	2025 Ambient Added	2025 Ambient Total	2025 Cumulative Added	2025 Cumulative Total	2025 Project Added	2025 Project Total	2025 Mitigation Added	2025 Mitigation Total
Total Vol.	*6876*	*0*	*6876*	*0*	*8200*	*-80*	*8120*	*0*	*8120*

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Intersection: 21.
N-S St: Newport Boulevard
E-W St: 18th Street/Rochester Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 6Ø E-W Split

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 18th Street/Rochester Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	46	1	1600	0.029 *	0	46	1	1600	0.029 *	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Nb Thru	2275	3	4800	0.475	0	2275	3	4800	0.475	0	3300	3	4800	0.690 *	-9	3291	3	4800	0.688 *	0	3291	3	4800	0.688 *
Nb Right	7	0	0	-	0	7	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Sb Left	72	1	1600	0.045	0	72	1	1600	0.045	0	180	1	1600	0.113 *	0	180	1	1600	0.113 *	0	180	1	1600	0.113 *
Sb Thru	2640	3	4800	0.550 *	0	2640	3	4800	0.550 *	0	2690	3	4800	0.560	-83	2607	3	4800	0.543	0	2607	3	4800	0.543
Sb Right	113	1	1600	0.071	0	113	1	1600	0.071	0	170	1	1600	0.106	-8	162	1	1600	0.101	0	162	1	1600	0.101
Eb Left	249	2	3200	0.078 *	0	249	2	3200	0.078 *	0	120	2	3200	0.038	8	128	2	3200	0.040	0	128	2	3200	0.040
Eb Thru	102	1	1600	0.064	0	102	1	1600	0.064	0	150	1	1600	0.094 *	0	150	1	1600	0.094 *	0	150	1	1600	0.094 *
Eb Right	64	1	1600	0.040	0	64	1	1600	0.040	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Wb Left	1	1	1600	0.001	0	1	1	1600	0.001	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Wb Thru	69	1	1600	0.074 *	0	69	1	1600	0.074 *	0	80	1	1600	0.088 *	0	80	1	1600	0.088 *	0	80	1	1600	0.088 *
Wb Right	50	0	0	-	0	50	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.731					0.731					0.985					0.983					0.983
LOS				C					C					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5688*	*0 5688*	*0 6830*	*-92 6738*	*0 6738*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 21.
N-S St: Newport Boulevard
E-W St: 18th Street/Rochester Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICU\Year2025.xls
Control Type: 6Ø E-W Split

Newport Boulevard at 18th Street/Rochester Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	111	1	1600	0.069 *	0	111	1	1600	0.069 *	0	90	1	1600	0.056	0	90	1	1600	0.056	0	90	1	1600	0.056
Nb Thru	2700	3	4800	0.565	0	2700	3	4800	0.565	0	3290	3	4800	0.690 *	-38	3252	3	4800	0.682 *	0	3252	3	4800	0.682 *
Nb Right	13	0	0	-	0	13	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Sb Left	107	1	1600	0.067	0	107	1	1600	0.067	0	150	1	1600	0.094 *	0	150	1	1600	0.094 *	0	150	1	1600	0.094 *
Sb Thru	2876	3	4800	0.599 *	0	2876	3	4800	0.599 *	0	3360	3	4800	0.700	-38	3322	3	4800	0.692	0	3322	3	4800	0.692
Sb Right	159	1	1600	0.099	0	159	1	1600	0.099	0	70	1	1600	0.044	16	86	1	1600	0.054	0	86	1	1600	0.054
Eb Left	287	2	3200	0.090 *	0	287	2	3200	0.090 *	0	230	2	3200	0.072 *	0	230	2	3200	0.072 *	0	230	2	3200	0.072 *
Eb Thru	85	1	1600	0.053	0	85	1	1600	0.053	0	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038
Eb Right	68	1	1600	0.043	0	68	1	1600	0.043	0	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044
Wb Left	15	1	1600	0.009	0	15	1	1600	0.009	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Wb Thru	116	1	1600	0.117 *	0	116	1	1600	0.117 *	0	140	1	1600	0.113 *	0	140	1	1600	0.113 *	0	140	1	1600	0.113 *
Wb Right	71	0	0	-	0	71	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.875					0.875					0.969					0.961					0.961
LOS				D					D					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.008
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6608*	*0*	*6608*	*0*	*7540*	*-60*	*7480*	*0*	*7480*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 22.
N-S St: Newport Boulevard
E-W St: Harbor Boulevard
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 3Ø Traffic Signal

Newport Boulevard at Harbor Boulevard
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	177	2	3200	0.055	0	177	2	3200	0.055	0	490	2	3200	0.153	0	490	2	3200	0.153	0	490	2	3200	0.153
Nb Thru	2419	3	4800	0.504	0	2419	3	4800	0.504	0	2860	3	4800	0.596	-1	2859	3	4800	0.596	0	2859	3	4800	0.596
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	2329	3	4800	0.491 *	0	2329	3	4800	0.491 *	0	2410	3	4800	0.506 *	-85	2325	3	4800	0.489 *	0	2325	3	4800	0.489 *
Sb Right	26	0	0	-	0	26	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Eb Left	27	1	1600	0.017	0	27	1	1600	0.017	0	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	530	2	3200	0.166 *	0	530	2	3200	0.166 *	0	710	2	3200	0.222 *	-6	704	2	3200	0.220 *	0	704	2	3200	0.220 *
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.667					0.667					0.728					0.709					0.709
LOS				B					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.019
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5508*	*0 5508*	*0 6560*	*-92 6468*	*0 6468*

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 22.
N-S St: Newport Boulevard
E-W St: Harbor Boulevard
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 3Ø Traffic Signal

Newport Boulevard at Harbor Boulevard
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	488	2	3200	0.153 *	0	488	2	3200	0.153 *	0	700	2	3200	0.219 *	-3	697	2	3200	0.218 *	0	697	2	3200	0.218 *
Nb Thru	2521	3	4800	0.525	0	2521	3	4800	0.525	0	3100	3	4800	0.646	-35	3065	3	4800	0.639	0	3065	3	4800	0.639
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	2581	3	4800	0.551 *	0	2581	3	4800	0.551 *	0	2800	3	4800	0.592 *	-20	2780	3	4800	0.588 *	0	2780	3	4800	0.588 *
Sb Right	62	0	0	-	0	62	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Eb Left	58	1	1600	0.036	0	58	1	1600	0.036	0	80	1	1600	0.050	0	80	1	1600	0.050	0	80	1	1600	0.050
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	518	2	3200	0.162	0	518	2	3200	0.162	0	820	2	3200	0.256	-2	818	2	3200	0.256	0	818	2	3200	0.256
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.740					0.740					0.861					0.866					0.866
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.005
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6228*				*0*	*6228*				*0*	*7540*				*-60*	*7480*				*0*	*7480*			

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Intersection: 23.
N-S St: Newport Boulevard
E-W St: Broadway Boulevard
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 6Ø E-W Split

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Broadway Boulevard
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	1	1	1600	0.001	0	1	1	1600	0.001	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Nb Thru	2440	3	4800	0.513 *	0	2440	3	4800	0.513 *	0	2890	3	4800	0.617 *	-1	2889	3	4800	0.616 *	0	2889	3	4800	0.616 *
Nb Right	24	0	0	-	0	24	0	0	-	0	70	0	0	-	0	70	0	0	-	0	70	0	0	-
Sb Left	32	1	1600	0.020 *	0	32	1	1600	0.020 *	0	30	1	1600	0.019 *	0	30	1	1600	0.019 *	0	30	1	1600	0.019 *
Sb Thru	2409	3	4800	0.502	0	2409	3	4800	0.502	0	2490	3	4800	0.519	-85	2405	3	4800	0.501	0	2405	3	4800	0.501
Sb Right	8	1	1600	0.005	0	8	1	1600	0.005	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Eb Left	8	0	0	0.000	0	8	0	0	0.000	0	10	0	0	0.000	0	10	0	0	0.000	0	10	0	0	0.000
Eb Thru	4	1	1600	0.008 *	0	4	1	1600	0.008 *	0	10	1	1600	0.013 *	0	10	1	1600	0.013 *	0	10	1	1600	0.013 *
Eb Right	3	1	1600	0.002	0	3	1	1600	0.002	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Wb Left	31	1	1600	0.019	0	31	1	1600	0.019	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Wb Thru	5	1	1600	0.056 *	0	5	1	1600	0.056 *	0	10	1	1600	0.100 *	0	10	1	1600	0.100 *	0	10	1	1600	0.100 *
Wb Right	85	0	0	-	0	85	0	0	-	0	150	0	0	-	0	150	0	0	-	0	150	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000					0.000 *
ICU				0.597					0.597					0.749					0.748					0.748
LOS				A					A					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.001
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5050*	*0 5050*	*0 5710*	*-86 5624*	*0 5624*

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 23.
N-S St: Newport Boulevard
E-W St: Broadway Boulevard
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 8Ø E-W Split

Newport Boulevard at Broadway Boulevard
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	19	1	1600	0.012	0	19	1	1600	0.012	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Nb Thru	2507	3	4800	0.536 *	0	2507	3	4800	0.535 *	0	2700	3	4800	0.577 *	-35	2665	3	4800	0.570 *	0	2665	3	4800	0.570 *
Nb Right	61	0	0	-	0	61	0	0	-	0	70	0	0	-	0	70	0	0	-	0	70	0	0	-
Sb Left	111	1	1600	0.069 *	0	111	1	1600	0.069 *	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *
Sb Thru	2589	3	4800	0.539	0	2589	3	4800	0.539	0	2790	3	4800	0.581	-20	2770	3	4800	0.577	0	2770	3	4800	0.577
Sb Right	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038
Eb Left	15	0	0	0.000	0	15	0	0	0.000	0	10	0	0	0.000	0	10	0	0	0.000	0	10	0	0	0.000
Eb Thru	25	1	1600	0.025 *	0	25	1	1600	0.025 *	0	20	1	1600	0.019 *	0	20	1	1600	0.019 *	0	20	1	1600	0.019 *
Eb Right	10	1	1600	0.006	0	10	1	1600	0.006	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Wb Left	46	1	1600	0.029	0	46	1	1600	0.029	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Wb Thru	22	1	1600	0.071 *	0	22	1	1600	0.071 *	0	30	1	1600	0.081 *	0	30	1	1600	0.081 *	0	30	1	1600	0.081 *
Wb Right	91	0	0	-	0	91	0	0	-	0	100	0	0	-	0	100	0	0	-	0	100	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.700					0.700					0.733					0.726					0.726
LOS				B					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.007
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5556*				*0*	*5556*				*0*	*5940*				*-55*	*5885*				*0*	*5885*			

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Intersection: 24.
N-S St: Newport Boulevard
E-W St: 19th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 6Ø E-W Split

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 19th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	37	1	1600	0.023	0	37	1	1600	0.023	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Nb Thru	2430	3	4800	0.506 *	0	2430	3	4800	0.506 *	0	3100	3	4800	0.646 *	-1	3099	3	4800	0.646 *	0	3099	3	4800	0.646 *
Nb Right	16	1	1600	0.010	0	16	1	1600	0.010	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Sb Left	181	1	1600	0.113 *	0	181	1	1600	0.113 *	0	230	1	1600	0.144 *	0	230	1	1600	0.144 *	0	230	1	1600	0.144 *
Sb Thru	2369	4	6400	0.449	0	2369	4	6400	0.449	0	2550	4	6400	0.502	-83	2467	4	6400	0.489	0	2467	4	6400	0.489
Sb Right	505	0	0	-	0	505	0	0	-	0	660	0	0	-	0	660	0	0	-	0	660	0	0	-
Eb Left	776	0	0	0.000	0	776	0	0	0.000	0	960	0	0	0.000	0	960	0	0	0.000	0	960	0	0	0.000
Eb Thru	192	4	6400	0.151 *	0	192	4	6400	0.151 *	0	220	4	6400	0.184 *	0	220	4	6400	0.184 *	0	220	4	6400	0.184 *
Eb Right	13	1	1600	0.008	0	13	1	1600	0.008	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Wb Left	38	1	1600	0.024	0	38	1	1600	0.024	0	40	1	1600	0.025	-2	38	1	1600	0.024	0	38	1	1600	0.024
Wb Thru	142	4	6400	0.066 *	0	142	4	6400	0.066 *	0	240	4	6400	0.083 *	0	240	4	6400	0.083 *	0	240	4	6400	0.083 *
Wb Right	279	0	0	-	0	279	0	0	-	0	290	0	0	-	0	290	0	0	-	0	290	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.836					0.836					1.057					1.057					1.057
LOS				D					D					F					F					F

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6978*	*0 6978*	*0 8350*	*-86 8264*	*0 8264*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 24.
N-S St: Newport Boulevard
E-W St: 19th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025.xls
Control Type: 6Ø E-W Split

Newport Boulevard at 19th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	61	1	1600	0.038	0	61	1	1600	0.038
Nb Thru	2466	3	4800	0.514 *	0	2466	3	4800	0.514 *
Nb Right	46	1	1600	0.029	0	46	1	1600	0.029
Sb Left	209	1	1600	0.131 *	0	209	1	1600	0.131 *
Sb Thru	2597	4	6400	0.521	0	2597	4	6400	0.521
Sb Right	737	0	0	-	0	737	0	0	-
Eb Left	740	0	0	0.000	0	740	0	0	0.000
Eb Thru	200	4	6400	0.147 *	0	200	4	6400	0.147 *
Eb Right	24	1	1600	0.015	0	24	1	1600	0.015
Wb Left	61	1	1600	0.038	0	61	1	1600	0.038
Wb Thru	283	4	6400	0.070 *	0	283	4	6400	0.070 *
Wb Right	163	0	0	-	0	163	0	0	-
Yellow Allowance:				0.000 *					0.000 *
ICU				0.862					0.862
LOS				D					D
Total Vol.	7587				0	7587			

	2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC				
Movement	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	60	1	1600	0.038	0	60	1	1600	0.038
Nb Thru	0	2910	3	4800	0.606 *	-34	2876	3	4800	0.599 *
Nb Right	0	20	1	1600	0.013	-1	19	1	1600	0.012
Sb Left	0	240	1	1600	0.150 *	0	240	1	1600	0.150 *
Sb Thru	0	2970	4	6400	0.611	-20	2950	4	6400	0.608
Sb Right	0	940	0	0	-	0	940	0	0	-
Eb Left	0	910	0	0	0.000	0	910	0	0	0.000
Eb Thru	0	250	4	6400	0.181 *	0	250	4	6400	0.181 *
Eb Right	0	40	1	1600	0.025	0	40	1	1600	0.025
Wb Left	0	70	1	1600	0.044	0	70	1	1600	0.044
Wb Thru	0	320	4	6400	0.089 *	0	320	4	6400	0.089 *
Wb Right	0	250	0	0	-	0	250	0	0	-
Yellow Allowance:					0.000 *					0.000 *
ICU					1.026					1.019
LOS					F					F
Total Vol.	0	8980				-55	8925			

	2025 WITH MITIGATION				
Movement	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	60	1	1600	0.038
Nb Thru	0	2876	3	4800	0.599 *
Nb Right	0	19	1	1600	0.012
Sb Left	0	240	1	1600	0.150 *
Sb Thru	0	2950	4	6400	0.608
Sb Right	0	940	0	0	-
Eb Left	0	910	0	0	0.000
Eb Thru	0	250	4	6400	0.181 *
Eb Right	0	40	1	1600	0.025
Wb Left	0	70	1	1600	0.044
Wb Thru	0	320	4	6400	0.089 *
Wb Right	0	250	0	0	-
Yellow Allowance:					0.000 *
ICU					1.019
LOS					F
Total Vol.	0	8925			

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.007
Significant Impact: NO

Area Traffic Mitigation:

YEAR 2025 ALTERNATIVE

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Intersection: 1.
N-S St: Orange Street
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Orange Street at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	13	0	0	0.000 *	0	13	0	0	0.000 *	0	50	0	0	0.000 *	0	50	0	0	0.000 *	0	50	0	0	0.000 *
Nb Thru	2	1	1600	0.010	0	2	1	1600	0.010	0	0	1	1600	0.031	0	0	1	1600	0.031	0	0	1	1600	0.031
Nb Right	58	1	1600	0.036	0	58	1	1600	0.036	0	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038
Sb Left	31	0	0	0.000	0	31	0	0	0.000	0	40	0	0	0.000	0	40	0	0	0.000	0	40	0	0	0.000
Sb Thru	0	1	1600	0.029 *	0	0	1	1600	0.029 *	0	0	1	1600	0.038 *	0	0	1	1600	0.038 *	0	0	1	1600	0.038 *
Sb Right	16	0	0	-	0	16	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Eb Left	19	1	1600	0.012	0	19	1	1600	0.012	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Eb Thru	2894	3	4800	0.605 *	0	2894	3	4800	0.605 *	0	3420	3	4800	0.715 *	-20	3400	3	4800	0.710 *	0	3400	3	4800	0.710 *
Eb Right	12	0	0	-	0	12	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	12	1	1600	0.008 *	0	12	1	1600	0.008 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *
Wb Thru	1032	3	4800	0.215	0	1032	3	4800	0.215	0	1640	3	4800	0.342	10	1650	3	4800	0.344	0	1650	3	4800	0.344
Wb Right	11	1	1600	0.007	0	11	1	1600	0.007	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.642					0.642					0.769					0.764					0.764
LOS				B					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.005
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4101*	*0*	*4101*	*0*	*5290*	*-10*	*5280*	*0*	*5280*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 1.
N-S St: Orange Street
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 5Ø Traffic Signal

Orange Street at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	24	0	0	0.000 *	0	24	0	0	0.000 *	0	40	0	0	0.000 *	0	40	0	0	0.000 *	0	40	0	0	0.000 *
Nb Thru	5	1	1600	0.018	0	5	1	1600	0.018	0	10	1	1600	0.031	0	10	1	1600	0.031	0	10	1	1600	0.031
Nb Right	38	1	1600	0.024	0	38	1	1600	0.024	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Sb Left	31	0	0	0.000	0	31	0	0	0.000	0	40	0	0	0.000	0	40	0	0	0.000	0	40	0	0	0.000
Sb Thru	3	1	1600	0.031 *	0	3	1	1600	0.031 *	0	0	1	1600	0.038 *	0	0	1	1600	0.038 *	0	0	1	1600	0.038 *
Sb Right	16	0	0	-	0	16	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Eb Left	38	1	1600	0.024 *	0	38	1	1600	0.024 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *
Eb Thru	1245	3	4800	0.262	0	1245	3	4800	0.262	0	1700	3	4800	0.356	0	1700	3	4800	0.356	0	1700	3	4800	0.356
Eb Right	11	0	0	-	0	11	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	37	1	1600	0.023	0	37	1	1600	0.023	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Wb Thru	3037	3	4800	0.633 *	0	3037	3	4800	0.633 *	0	3500	3	4800	0.729 *	-20	3480	3	4800	0.725 *	0	3480	3	4800	0.725 *
Wb Right	41	1	1600	0.026	0	41	1	1600	0.026	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.688					0.688					0.798					0.794					0.794
LOS				B					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.004
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4526*				*0*	*4526*				*0*	*5500*				*-20*	*5480*				*0*	*5480*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 2.
N-S St: Prospect Street
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 5Ø Traffic Signal

Prospect Street at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	13	0	0	0.000 *	0	13	0	0	0.000 *	0	50	0	0	0.000 *	0	50	0	0	0.000 *	0	50	0	0	0.000 *
Nb Thru	2	1	1600	0.009	0	2	1	1600	0.009	0	0	1	1600	0.031	0	0	1	1600	0.031	0	0	1	1600	0.031
Nb Right	38	1	1600	0.024	0	38	1	1600	0.024	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Sb Left	223	0	0	0.000	0	223	0	0	0.000	0	230	0	0	0.000	0	230	0	0	0.000	0	230	0	0	0.000
Sb Thru	0	1	1600	0.150 *	0	0	1	1600	0.150 *	0	0	1	1600	0.156 *	0	0	1	1600	0.156 *	0	0	1	1600	0.156 *
Sb Right	17	0	0	-	0	17	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Eb Left	11	1	1600	0.007	0	11	1	1600	0.007	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Eb Thru	2929	3	4800	0.612 *	0	2929	3	4800	0.612 *	0	3460	3	4800	0.723 *	-30	3430	3	4800	0.717 *	0	3430	3	4800	0.717 *
Eb Right	8	0	0	-	0	8	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	16	1	1600	0.010 *	0	16	1	1600	0.010 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *
Wb Thru	1071	3	4800	0.228	0	1071	3	4800	0.228	0	1640	3	4800	0.348	10	1650	3	4800	0.350	0	1650	3	4800	0.350
Wb Right	24	0	0	-	0	24	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.772					0.772					0.892					0.886					0.886
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.006
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4352*				*0*	*4352*				*0*	*5520*				*-20*	*5500*				*0*	*5500*			

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Intersection: 2.
N-S St: Prospect Street
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Prospect Street at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	5	0	0	0.000 *	0	5	0	0	0.000 *	0	30	0	0	0.000 *	0	30	0	0	0.000 *	0	30	0	0	0.000 *
Nb Thru	2	1	1600	0.004	0	2	1	1600	0.004	0	0	1	1600	0.019	0	0	1	1600	0.019	0	0	1	1600	0.019
Nb Right	26	1	1600	0.016	0	26	1	1600	0.016	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Sb Left	62	0	0	0.000	0	62	0	0	0.000	0	70	0	0	0.000	0	70	0	0	0.000	0	70	0	0	0.000
Sb Thru	1	1	1600	0.044 *	0	1	1	1600	0.044 *	0	0	1	1600	0.050 *	0	0	1	1600	0.050 *	0	0	1	1600	0.050 *
Sb Right	8	0	0	-	0	8	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Eb Left	38	1	1600	0.024 *	0	38	1	1600	0.024 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *
Eb Thru	1215	3	4800	0.254	0	1215	3	4800	0.254	0	1680	3	4800	0.352	-10	1670	3	4800	0.350	0	1670	3	4800	0.350
Eb Right	5	0	0	-	0	5	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	26	1	1600	0.016	0	26	1	1600	0.016	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Wb Thru	2752	3	4800	0.582 *	0	2752	3	4800	0.582 *	0	3190	3	4800	0.675 *	-10	3180	3	4800	0.673 *	0	3180	3	4800	0.673 *
Wb Right	41	0	0	-	0	41	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.650					0.650					0.768					0.764					0.764
LOS				B					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4181*				*0*	*4181*				*0*	*5150*				*-20*	*5130*				*0*	*5130*			

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Intersection: 3.
N-S St: Balboa Blvd/Superior Ave
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Balboa Blvd/Superior Ave at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	204	1	1600	0.128	0	204	1	1600	0.128	0	240	1	1600	0.150	0	240	1	1600	0.150	0	240	1	1600	0.150
Nb Thru	327	2	3200	0.130 *	0	327	2	3200	0.130 *	0	370	2	3200	0.159 *	10	380	2	3200	0.159 *	0	380	2	3200	0.159 *
Nb Right	90	0	0	-	0	90	0	0	-	0	140	0	0	-	-10	130	0	0	-	0	130	0	0	-
Sb Left	172	1	1600	0.107 *	0	172	1	1600	0.107 *	0	130	1	1600	0.081 *	10	140	1	1600	0.088 *	0	140	1	1600	0.088 *
Sb Thru	122	2	3200	0.038	0	122	2	3200	0.038	0	100	2	3200	0.031	0	100	2	3200	0.031	0	100	2	3200	0.031
Sb Right	189	2	3200	0.059	0	189	2	3200	0.059	0	50	2	3200	0.016	0	50	2	3200	0.016	0	50	2	3200	0.016
Eb Left	998	2	3200	0.312	0	998	2	3200	0.312	0	650	2	3200	0.203	30	680	2	3200	0.213	0	680	2	3200	0.213
Eb Thru	2264	3	4800	0.472 *	0	2264	3	4800	0.472 *	0	2630	3	4800	0.548 *	-60	2570	3	4800	0.535 *	0	2570	3	4800	0.535 *
Eb Right	240	1	1600	0.150	0	240	1	1600	0.150	0	280	1	1600	0.175	0	280	1	1600	0.175	0	280	1	1600	0.175
Wb Left	62	1	1600	0.039 *	0	62	1	1600	0.039 *	0	80	1	1600	0.050 *	0	80	1	1600	0.050 *	0	80	1	1600	0.050 *
Wb Thru	588	4	6400	0.124	0	588	4	6400	0.124	0	760	4	6400	0.155	0	760	4	6400	0.155	0	760	4	6400	0.155
Wb Right	206	0	0	-	0	206	0	0	-	0	230	0	0	-	0	230	0	0	-	0	230	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.748					0.748					0.838					0.832					0.832
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.006
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5464*	*0*	*5464*	*0*	*5660*	*-20*	*5640*	*0*	*5640*

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Intersection: 3.
N-S St: Balboa Blvd/Superior Ave
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Balboa Blvd/Superior Ave at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	264	1	1600	0.165 *	0	264	1	1600	0.165 *	0	300	1	1600	0.188 *	10	310	1	1600	0.194 *	0	310	1	1600	0.194 *
Nb Thru	209	2	3200	0.086	0	209	2	3200	0.086	0	160	2	3200	0.091	10	170	2	3200	0.088	0	170	2	3200	0.088
Nb Right	66	0	0	-	0	66	0	0	-	0	130	0	0	-	-20	110	0	0	-	0	110	0	0	-
Sb Left	165	1	1600	0.103	0	165	1	1600	0.103	0	260	1	1600	0.163 *	-30	230	1	1600	0.144 *	0	230	1	1600	0.144 *
Sb Thru	237	2	3200	0.074	0	237	2	3200	0.074	0	290	2	3200	0.091	0	290	2	3200	0.091	0	290	2	3200	0.091
Sb Right	745	2	3200	0.233 *	0	745	2	3200	0.233 *	0	410	2	3200	0.128	30	440	2	3200	0.138	0	440	2	3200	0.138
Eb Left	258	2	3200	0.080	0	258	2	3200	0.080	0	50	2	3200	0.016	0	50	2	3200	0.016	0	50	2	3200	0.016
Eb Thru	1181	3	4800	0.246	0	1181	3	4800	0.246	0	1390	3	4800	0.290	0	1390	3	4800	0.290	0	1390	3	4800	0.290
Eb Right	227	1	1600	0.142	0	227	1	1600	0.142	0	260	1	1600	0.163	0	260	1	1600	0.163	0	260	1	1600	0.163
Wb Left	148	1	1600	0.093	0	148	1	1600	0.093	0	200	1	1600	0.125	-10	190	1	1600	0.119	0	190	1	1600	0.119
Wb Thru	2187	4	6400	0.363 *	0	2187	4	6400	0.363 *	0	2460	4	6400	0.417 *	-30	2430	4	6400	0.408 *	0	2430	4	6400	0.408 *
Wb Right	135	0	0	-	0	135	0	0	-	0	210	0	0	-	-30	180	0	0	-	0	180	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.761					0.761					0.784					0.762					0.762
LOS				C					C					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.022
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5821*	*0 5821*	*0 6120*	*-70 6050*	*0 6050*

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Intersection: 4.
N-S St: Riverside Avenue
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052852\ICUYear2025Alt.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Riverside Avenue at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	2	0	0	0.000 *	0	2	0	0	0.000 *	0	10	0	0	0.000 *	0	10	0	0	0.000 *	0	10	0	0	0.000 *
Nb Thru	6	1	1600	0.005	0	6	1	1600	0.005	0	10	1	1600	0.013	0	10	1	1600	0.013	0	10	1	1600	0.013
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	86	0	0	0.000	0	86	0	0	0.000	0	100	0	0	0.000	0	100	0	0	0.000	0	100	0	0	0.000
Sb Thru	15	1	1600	0.063 *	0	15	1	1600	0.063 *	0	10	1	1600	0.069 *	0	10	1	1600	0.069 *	0	10	1	1600	0.069 *
Sb Right	304	1	1600	0.190	0	304	1	1600	0.190	0	380	1	1600	0.238	-10	370	1	1600	0.231	0	370	1	1600	0.231
Eb Left	283	1	1600	0.177	0	283	1	1600	0.177	0	290	1	1600	0.181	10	300	1	1600	0.188	0	300	1	1600	0.188
Eb Thru	2115	2	3200	0.667 *	0	2115	2	3200	0.667 *	0	2680	2	3200	0.847 *	-10	2680	2	3200	0.844 *	0	2680	2	3200	0.844 *
Eb Right	18	0	0	-	0	18	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	9	1	1600	0.006 *	0	9	1	1600	0.006 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *
Wb Thru	1244	3	4800	0.259	0	1244	3	4800	0.259	0	1720	3	4800	0.358	-30	1690	3	4800	0.352	0	1690	3	4800	0.352
Wb Right	69	1	1600	0.043	0	69	1	1600	0.043	0	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.736					0.736					0.922					0.919					0.919
LOS				C					C					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.003
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4151*				*0*	*4151*				*0*	*5310*				*-40*	*5270*				*0*	*5270*			

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Intersection: 4.
N-S St: Riverside Avenue
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Riverside Avenue at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC: Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH: Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS: Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC: Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION: Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	26	0	0	0.000 *	0	26	0	0	0.000 *	0	30	0	0	0.000 *	0	30	0	0	0.000 *	0	30	0	0	0.000 *
Nb Thru	7	1	1600	0.030	0	7	1	1600	0.030	0	10	1	1600	0.031	0	10	1	1600	0.031	0	10	1	1600	0.031
Nb Right	14	0	0	-	0	14	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Sb Left	85	0	0	0.000	0	85	0	0	0.000	0	90	0	0	0.000	0	90	0	0	0.000	0	90	0	0	0.000
Sb Thru	7	1	1600	0.057	0	7	1	1600	0.057	0	10	1	1600	0.063	0	10	1	1600	0.063	0	10	1	1600	0.063
Sb Right	437	1	1600	0.273 *	0	437	1	1600	0.273 *	0	530	1	1600	0.331 *	0	530	1	1600	0.331 *	0	530	1	1600	0.331 *
Eb Left	271	1	1600	0.169	0	271	1	1600	0.169	0	390	1	1600	0.244	-10	380	1	1600	0.238	0	380	1	1600	0.238
Eb Thru	1543	2	3200	0.489	0	1543	2	3200	0.489	0	2100	2	3200	0.663	-10	2090	2	3200	0.659	0	2090	2	3200	0.659
Eb Right	21	0	0	-	0	21	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	28	1	1600	0.018	0	28	1	1600	0.018	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Wb Thru	2454	3	4800	0.511 *	0	2454	3	4800	0.511 *	0	3000	3	4800	0.625 *	-10	2990	3	4800	0.623 *	0	2990	3	4800	0.623 *
Wb Right	66	1	1600	0.041	0	66	1	1600	0.041	0	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.784					0.784					0.958					0.954					0.954
LOS				C					C					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4960*	*0 4960*	*0 6290*	*-30 6260*	*0 6260*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 5.
N-S St: Tustin Avenue
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Tustin Avenue at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	36	0	0	0.000	0	36	0	0	0.000	0	20	0	0	0.000	0	20	0	0	0.000	0	20	0	0	0.000
Sb Thru	0	1	1600	0.033 *	0	0	1	1600	0.033 *	0	0	1	1600	0.038 *	0	0	1	1600	0.038 *	0	0	1	1600	0.038 *
Sb Right	16	0	0	-	0	16	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Eb Left	27	1	1600	0.017	0	27	1	1600	0.017	0	90	1	1600	0.056	-10	80	1	1600	0.050	0	80	1	1600	0.050
Eb Thru	2263	2	3200	0.707 *	0	2263	2	3200	0.707 *	0	2650	2	3200	0.828 *	0	2650	2	3200	0.828 *	0	2650	2	3200	0.828 *
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	1248	3	4800	0.260	0	1248	3	4800	0.260	0	1600	3	4800	0.333	-20	1580	3	4800	0.329	0	1580	3	4800	0.329
Wb Right	39	1	1600	0.025	0	39	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.740					0.740					0.866					0.866					0.866
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3631*	*0 3631*	*0 4440*	*-30 4410*	*0 4410*

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 5.
N-S St: Tustin Avenue
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 3Ø Traffic Signal

Tustin Avenue at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	1	0	0	0.000 *	0	1	0	0	0.000 *	0	10	0	0	0.000 *	0	10	0	0	0.000 *	0	10	0	0	0.000 *
Nb Thru	0	1	1600	0.004	0	0	1	1600	0.004	0	0	1	1600	0.013	0	0	1	1600	0.013	0	0	1	1600	0.013
Nb Right	6	0	0	-	0	6	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Sb Left	45	0	0	0.000	0	45	0	0	0.000	0	40	0	0	0.000	0	40	0	0	0.000	0	40	0	0	0.000
Sb Thru	0	1	1600	0.054 *	0	0	1	1600	0.054 *	0	0	1	1600	0.069 *	0	0	1	1600	0.069 *	0	0	1	1600	0.069 *
Sb Right	40	0	0	-	0	40	0	0	-	0	70	0	0	-	0	70	0	0	-	0	70	0	0	-
Eb Left	32	1	1600	0.020 *	0	32	1	1600	0.020 *	0	80	1	1600	0.050 *	0	80	1	1600	0.050 *	0	80	1	1600	0.050 *
Eb Thru	1563	2	3200	0.491	0	1563	2	3200	0.491	0	1980	2	3200	0.622	-20	1960	2	3200	0.616	0	1960	2	3200	0.616
Eb Right	7	0	0	-	0	7	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	2487	3	4800	0.518 *	0	2487	3	4800	0.518 *	0	2920	3	4800	0.608 *	0	2920	3	4800	0.608 *	0	2920	3	4800	0.608 *
Wb Right	47	1	1600	0.030	0	47	1	1600	0.030	0	80	1	1600	0.050	0	80	1	1600	0.050	0	80	1	1600	0.050
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.592					0.592					0.727					0.727					0.727
LOS				A					A					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4230*	*0 4230*	*0 5200*	*-20 5180*	*0 5180*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 6.
N-S St: Bay Shore Drive/Dover Drive
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Bay Shore Drive/Dover Drive at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	51	1	1600	0.032	0	51	1	1600	0.032	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *	0	50	1	1600	0.031 *
Nb Thru	55	2	3200	0.037 *	0	55	2	3200	0.037 *	0	30	2	3200	0.019	0	30	2	3200	0.019	0	30	2	3200	0.019
Nb Right	64	0	0	-	0	64	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Sb Left	1077	3	4800	0.224 *	0	1077	3	4800	0.224 *	0	1150	3	4800	0.240 *	-10	1140	3	4800	0.238 *	0	1140	3	4800	0.238 *
Sb Thru	74	1	1600	0.046	0	74	1	1600	0.046	0	10	1	1600	0.006	10	20	1	1600	0.013	0	20	1	1600	0.013
Sb Right	173	1	1600	0.108	0	173	1	1600	0.108	0	190	1	1600	0.119	0	190	1	1600	0.119	0	190	1	1600	0.119
Eb Left	129	2	3200	0.040	0	129	2	3200	0.040	0	150	2	3200	0.047	0	150	2	3200	0.047	0	150	2	3200	0.047
Eb Thru	2196	3	4800	0.464 *	0	2196	3	4800	0.464 *	0	2770	3	4800	0.581 *	0	2770	3	4800	0.581 *	0	2770	3	4800	0.581 *
Eb Right	32	0	0	-	0	32	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	29	1	1600	0.018 *	0	29	1	1600	0.018 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *
Wb Thru	1293	3	4800	0.269	0	1293	3	4800	0.269	0	1760	3	4800	0.367	-20	1740	3	4800	0.363	0	1740	3	4800	0.363
Wb Right	678	Free	9999999	0.000	0	678	Free	9999999	0.000	0	760	Free	9999999	0.000	0	760	Free	9999999	0.000	0	760	Free	9999999	0.000
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.743					0.743					0.858					0.866					0.856
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5851*	*0*	*5851*	*0*	*6930*	*-20*	*6910*	*0*	*6910*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 6.
N-S St: Bay Shore Drive/Dover Drive
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Bay Shore Drive/Dover Drive at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	28	1	1600	0.017	0	28	1	1600	0.017	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *
Nb Thru	63	2	3200	0.034 *	0	63	2	3200	0.034 *	0	20	2	3200	0.009	0	20	2	3200	0.009	0	20	2	3200	0.009
Nb Right	46	0	0	-	0	46	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Sb Left	993	3	4800	0.207 *	0	993	3	4800	0.207 *	0	1050	3	4800	0.219 *	-10	1040	3	4800	0.217 *	0	1040	3	4800	0.217 *
Sb Thru	66	1	1600	0.041	0	66	1	1600	0.041	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Sb Right	196	1	1600	0.122	0	196	1	1600	0.122	0	180	1	1600	0.113	0	180	1	1600	0.113	0	180	1	1600	0.113
Eb Left	156	2	3200	0.049 *	0	156	2	3200	0.049 *	0	140	2	3200	0.044 *	0	140	2	3200	0.044 *	0	140	2	3200	0.044 *
Eb Thru	1755	3	4800	0.372	0	1755	3	4800	0.372	0	2320	3	4800	0.488	-20	2300	3	4800	0.483	0	2300	3	4800	0.483
Eb Right	29	0	0	-	0	29	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	60	1	1600	0.038	0	60	1	1600	0.038	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Wb Thru	2394	3	4800	0.499 *	0	2394	3	4800	0.499 *	0	3070	3	4800	0.640 *	0	3070	3	4800	0.640 *	0	3070	3	4800	0.640 *
Wb Right	1267	Free	9999999	0.000	0	1267	Free	9999999	0.000	0	1310	Free	9999999	0.000	0	1310	Free	9999999	0.000	0	1310	Free	9999999	0.000
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.789					0.789					0.916					0.914					0.914
LOS				C					C					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	7053	0 7053	0 8180	-30 8150	0 8150

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 7.
N-S St: Bayside Drive
E-W St: East Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Bayside Drive at East Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	398	0	0	0.000	0	398	0	0	0.000	0	470	0	0	0.000	10	480	0	0	0.000	0	480	0	0	0.000
Nb Thru	17	3	4800	0.094 *	0	17	3	4800	0.094 *	0	30	3	4800	0.115 *	0	30	3	4800	0.117 *	0	30	3	4800	0.117 *
Nb Right	35	0	0	-	0	35	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Sb Left	19	1	1600	0.012	0	19	1	1600	0.012	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Sb Thru	9	1	1600	0.017 *	0	9	1	1600	0.017 *	0	20	1	1600	0.031 *	0	20	1	1600	0.031 *	0	20	1	1600	0.031 *
Sb Right	18	0	0	-	0	18	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Eb Left	26	1	1600	0.016	0	26	1	1600	0.016	0	100	1	1600	0.063	0	100	1	1600	0.063	0	100	1	1600	0.063
Eb Thru	2828	3	4800	0.589 *	0	2828	3	4800	0.589 *	0	3330	3	4800	0.694 *	10	3340	3	4800	0.696 *	0	3340	3	4800	0.696 *
Eb Right	347	1	1600	0.217	0	347	1	1600	0.217	0	440	1	1600	0.275	-10	430	1	1600	0.269	0	430	1	1600	0.269
Wb Left	63	1	1600	0.039 *	0	63	1	1600	0.039 *	0	70	1	1600	0.044 *	10	80	1	1600	0.050 *	0	80	1	1600	0.050 *
Wb Thru	1421	4	6400	0.224	0	1421	4	6400	0.224	0	1740	4	6400	0.286	-20	1720	4	6400	0.283	0	1720	4	6400	0.283
Wb Right	14	0	0	-	0	14	0	0	-	0	90	0	0	-	0	90	0	0	-	0	90	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.739					0.739					0.884					0.894					0.894
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.010
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5196*	*0 5196*	*0 6410*	*0 6410*	*0 6410*

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 7.
N-S St: Bayside Drive
E-W St: East Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 6Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Bayside Drive at East Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	482	0	0	0.000	0	482	0	0	0.000	0	580	0	0	0.000	0	580	0	0	0.000	0	580	0	0	0.000
Nb Thru	17	3	4800	0.110 *	0	17	3	4800	0.110 *	0	30	3	4800	0.135 *	0	30	3	4800	0.133 *	0	30	3	4800	0.133 *
Nb Right	29	0	0	-	0	29	0	0	-	0	40	0	0	-	-10	30	0	0	-	0	30	0	0	-
Sb Left	27	1	1600	0.017	0	27	1	1600	0.017	0	120	1	1600	0.075 *	0	120	1	1600	0.075 *	0	120	1	1600	0.075 *
Sb Thru	11	1	1600	0.026 *	0	11	1	1600	0.026 *	0	30	1	1600	0.075	0	30	1	1600	0.075	0	30	1	1600	0.075
Sb Right	30	0	0	-	0	30	0	0	-	0	90	0	0	-	0	90	0	0	-	0	90	0	0	-
Eb Left	48	1	1600	0.030 *	0	48	1	1600	0.030 *	0	100	1	1600	0.063 *	0	100	1	1600	0.063 *	0	100	1	1600	0.063 *
Eb Thru	1966	3	4800	0.410	0	1966	3	4800	0.410	0	2310	3	4800	0.481	0	2310	3	4800	0.481	0	2310	3	4800	0.481
Eb Right	428	1	1600	0.268	0	428	1	1600	0.268	0	570	1	1600	0.356	-10	560	1	1600	0.350	0	560	1	1600	0.350
Wb Left	75	1	1600	0.047	0	75	1	1600	0.047	0	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044
Wb Thru	3056	4	6400	0.482 *	0	3056	4	6400	0.482 *	0	3620	4	6400	0.581 *	0	3620	4	6400	0.581 *	0	3620	4	6400	0.581 *
Wb Right	29	0	0	-	0	29	0	0	-	0	100	0	0	-	0	100	0	0	-	0	100	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.648					0.648					0.854					0.852					0.852
LOS				B					B					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6200*					*0*	*6200*				*0*	*7660*				*-20*	*7640*				*0*	*7640*		

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Intersection: 8.
N-S St: Jamboree Road
E-W St: East Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Jamboree Road at East Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	30	1	1600	0.018	0	30	1	1600	0.018	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Nb Thru	439	2	3200	0.193 *	0	439	2	3200	0.193 *	0	570	2	3200	0.234 *	-10	560	2	3200	0.231 *	0	560	2	3200	0.231 *
Nb Right	177	0	0	-	0	177	0	0	-	0	180	0	0	-	0	180	0	0	-	0	180	0	0	-
Sb Left	221	1	1600	0.138 *	0	221	1	1600	0.138 *	0	230	1	1600	0.144 *	0	230	1	1600	0.144 *	0	230	1	1600	0.144 *
Sb Thru	311	2	3200	0.097	0	311	2	3200	0.097	0	320	2	3200	0.100	0	320	2	3200	0.100	0	320	2	3200	0.100
Sb Right	662	Free	9999999	0.000	0	662	Free	9999999	0.000	0	850	Free	9999999	0.000	-10	840	Free	9999999	0.000	0	840	Free	9999999	0.000
Eb Left	1222	3	4800	0.255 *	0	1222	3	4800	0.255 *	0	1310	3	4800	0.273 *	-10	1300	3	4800	0.271 *	0	1300	3	4800	0.271 *
Eb Thru	1941	4	6400	0.308	0	1941	4	6400	0.308	0	2150	4	6400	0.342	10	2160	4	6400	0.344	0	2160	4	6400	0.344
Eb Right	31	0	0	-	0	31	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Wb Left	138	2	3200	0.043	0	138	2	3200	0.043	0	140	2	3200	0.044	0	140	2	3200	0.044	0	140	2	3200	0.044
Wb Thru	1049	4	6400	0.164 *	0	1049	4	6400	0.164 *	0	1130	4	6400	0.177 *	0	1130	4	6400	0.177 *	0	1130	4	6400	0.177 *
Wb Right	216	1	1600	0.135	0	216	1	1600	0.135	0	220	1	1600	0.138	0	220	1	1600	0.138	0	220	1	1600	0.138
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.750					0.750					0.828					0.823					0.823
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.005
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6436*	*0*	*6436*	*0*	*7170*	*-20*	*7150*	*0*	*7150*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 6.
N-S St: Jamboree Road
E-W St: East Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 8Ø Traffic Signal

Jamboree Road at East Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Nb Thru	286	2	3200	0.117 *	0	286	2	3200	0.117 *	0	380	2	3200	0.156 *	-20	360	2	3200	0.150 *	0	360	2	3200	0.150 *
Nb Right	86	0	0	-	0	88	0	0	-	0	120	0	0	-	0	120	0	0	-	0	120	0	0	-
Sb Left	255	1	1600	0.159 *	0	255	1	1600	0.159 *	0	260	1	1600	0.163 *	0	260	1	1600	0.163 *	0	260	1	1600	0.163 *
Sb Thru	727	2	3200	0.227	0	727	2	3200	0.227	0	730	2	3200	0.228	0	730	2	3200	0.228	0	730	2	3200	0.228
Sb Right	1322	Free	9999999	0.000	0	1322	Free	9999999	0.000	0	1800	Free	9999999	0.000	0	1800	Free	9999999	0.000	0	1800	Free	9999999	0.000
Eb Left	880	3	4800	0.183 *	0	880	3	4800	0.183 *	0	880	3	4800	0.183 *	0	880	3	4800	0.183 *	0	880	3	4800	0.183 *
Eb Thru	1626	4	6400	0.258	0	1626	4	6400	0.258	0	1630	4	6400	0.259	0	1630	4	6400	0.259	0	1630	4	6400	0.259
Eb Right	28	0	0	-	0	28	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Wb Left	189	2	3200	0.059	0	189	2	3200	0.059	0	230	2	3200	0.072	0	230	2	3200	0.072	0	230	2	3200	0.072
Wb Thru	2046	4	6400	0.320 *	0	2046	4	6400	0.320 *	0	2310	4	6400	0.361 *	0	2310	4	6400	0.361 *	0	2310	4	6400	0.361 *
Wb Right	234	1	1600	0.146	0	234	1	1600	0.146	0	240	1	1600	0.150	0	240	1	1600	0.150	0	240	1	1600	0.150
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.779					0.779					0.863					0.857					0.857
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.006
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*7730*	*0*	*7730*	*0*	*8660*	*-20*	*8640*	*0*	*8640*

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Intersection: 9.
N-S St: Newport Boulevard
E-W St: Via Lido
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Aft.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Via Lido
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Nb Thru	1308	3	4800	0.277 *	0	1308	3	4800	0.277 *	0	1660	3	4800	0.348 *	10	1670	3	4800	0.350 *	0	1670	3	4800	0.350 *
Nb Right	23	0	0	-	0	23	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Sb Left	415	2	3200	0.130 *	0	415	2	3200	0.130 *	0	400	2	3200	0.125	-10	390	2	3200	0.122	0	390	2	3200	0.122
Sb Thru	853	3	4800	0.178	0	853	3	4800	0.178	0	860	3	4800	0.179	0	860	3	4800	0.179	0	860	3	4800	0.179
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	9	1	1600	0.006	0	9	1	1600	0.006	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	402	2	3200	0.126	0	402	2	3200	0.126	0	490	2	3200	0.153 *	-10	480	2	3200	0.150 *	0	480	2	3200	0.150 *
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.413					0.413					0.501					0.500					0.500
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.001
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3010*				*0*	*3010*				*0*	*3450*				*-10*	*3440*				*0*	*3440*			

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Intersection: 9.
N-S St: Newport Boulevard
E-W St: Via Lido
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Via Lido
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Nb Thru	1197	3	4800	0.260	0	1197	3	4800	0.260	0	1320	3	4800	0.285	0	1320	3	4800	0.285	0	1320	3	4800	0.285
Nb Right	49	0	0	-	0	49	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Sb Left	527	2	3200	0.165	0	527	2	3200	0.165	0	590	2	3200	0.184	0	590	2	3200	0.184	0	590	2	3200	0.184
Sb Thru	2104	3	4800	0.438 *	0	2104	3	4800	0.438 *	0	2460	3	4800	0.513 *	0	2460	3	4800	0.513 *	0	2460	3	4800	0.513 *
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	29	1	1600	0.018	0	29	1	1600	0.018	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	524	2	3200	0.164	0	524	2	3200	0.164	0	580	2	3200	0.181	0	580	2	3200	0.181	0	580	2	3200	0.181
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.466					0.466					0.519					0.519					0.519
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4431*	*0 4431*	*0 5010*	*0 5010*	*0 5010*

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Intersection: 10.
N-S St: Newport Boulevard
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Hospital Road
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	128	1	1600	0.080 *	0	128	1	1600	0.080 *	0	210	1	1600	0.131 *	-30	180	1	1600	0.113 *	0	180	1	1600	0.113 *
Nb Thru	1556	3	4800	0.324	0	1556	3	4800	0.324	0	1970	3	4800	0.410	-20	1950	3	4800	0.406	0	1950	3	4800	0.406
Nb Right	74	1	1600	0.046	0	74	1	1600	0.046	0	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038
Sb Left	52	1	1600	0.032	0	52	1	1600	0.032	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Sb Thru	1152	3	4800	0.323 *	0	1152	3	4800	0.323 *	0	1530	3	4800	0.394 *	-130	1400	3	4800	0.385 *	0	1400	3	4800	0.385 *
Sb Right	400	0	0	-	0	400	0	0	-	0	360	0	0	-	90	450	0	0	-	0	450	0	0	-
Eb Left	162	2	3200	0.051 *	0	162	2	3200	0.051 *	0	140	2	3200	0.044	10	150	2	3200	0.047	0	150	2	3200	0.047
Eb Thru	132	1	1600	0.083	0	132	1	1600	0.083	0	310	1	1600	0.194 *	-60	250	1	1600	0.156 *	0	250	1	1600	0.156 *
Eb Right	262	1	1600	0.163	0	262	1	1600	0.163	0	130	1	1600	0.081	70	200	1	1600	0.125	0	200	1	1600	0.125
Wb Left	84	1	1600	0.052	0	84	1	1600	0.052	0	80	1	1600	0.050 *	0	80	1	1600	0.050 *	0	80	1	1600	0.050 *
Wb Thru	224	2	3200	0.096 *	0	224	2	3200	0.096 *	0	270	2	3200	0.103	0	270	2	3200	0.103	0	270	2	3200	0.103
Wb Right	84	0	0	-	0	84	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Yellow Allowance:			0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU			0.550					0.550					0.769					0.704					0.704
LOS			A					A					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.065
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4309*	*0 4309*	*0 5170*	*-70 5100*	*0 5100*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 10.
N-S St: Newport Boulevard
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 8Ø Traffic Signal

Newport Boulevard at Hospital Road
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	148	1	1600	0.093 *	0	148	1	1600	0.093 *	0	260	1	1600	0.163 *	-10	250	1	1600	0.156 *	0	250	1	1600	0.156 *
Nb Thru	1511	3	4800	0.315	0	1511	3	4800	0.315	0	1680	3	4800	0.350	-10	1670	3	4800	0.348	0	1670	3	4800	0.348
Nb Right	119	1	1600	0.074	0	119	1	1600	0.074	0	150	1	1600	0.094	0	150	1	1600	0.094	0	150	1	1600	0.094
Sb Left	45	1	1600	0.028	0	45	1	1600	0.028	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Sb Thru	1755	3	4800	0.410 *	0	1755	3	4800	0.410 *	0	2210	3	4800	0.502 *	-60	2150	3	4800	0.496 *	0	2150	3	4800	0.496 *
Sb Right	214	0	0	-	0	214	0	0	-	0	200	0	0	-	30	230	0	0	-	0	230	0	0	-
Eb Left	300	2	3200	0.094	0	300	2	3200	0.094	0	340	2	3200	0.106 *	0	340	2	3200	0.106 *	0	340	2	3200	0.106 *
Eb Thru	135	1	1600	0.084 *	0	135	1	1600	0.084 *	0	210	1	1600	0.131	-10	200	1	1600	0.125	0	200	1	1600	0.125
Eb Right	260	1	1600	0.162	0	260	1	1600	0.162	0	280	1	1600	0.175	60	340	1	1600	0.213	0	340	1	1600	0.213
Wb Left	150	1	1600	0.094 *	0	150	1	1600	0.094 *	0	90	1	1600	0.056	-10	80	1	1600	0.050	0	80	1	1600	0.050
Wb Thru	181	2	3200	0.067	0	181	2	3200	0.067	0	260	2	3200	0.091 *	10	270	2	3200	0.094 *	0	270	2	3200	0.094 *
Wb Right	34	0	0	-	0	34	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.681					0.681					0.862					0.862					0.862
LOS				B					B					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.010
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4854*				*0*	*4854*				*0*	*5720*				*0*	*5720*				*0*	*5720*			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 11.
N-S St: Placentia Avenue
E-W St: Superior Avenue
Project: Hoag Master Plan EIR
File: N:\2600\2052652\CUYear2025Alt.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Placentia Avenue at Superior Avenue
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	12	0	0	0.000	*	0	12	0	0	0.000	*	0	10	0	0	0.000	*	0	10	0	0	0.000	*	0	10	0	0	0.000	*
Nb Thru	232	2	3200	0.091		0	232	2	3200	0.091		0	330	2	3200	0.119		0	330	2	3200	0.119		0	330	2	3200	0.119	
Nb Right	47	0	0	-		0	47	0	0	-		0	40	0	0	-		0	40	0	0	-		0	40	0	0	-	
Sb Left	12	1	1600	0.008		0	12	1	1600	0.008		0	10	1	1600	0.006		0	10	1	1600	0.006		0	10	1	1600	0.006	
Sb Thru	328	1	1600	0.205	*	0	328	1	1600	0.205	*	0	420	1	1600	0.263	*	-20	400	1	1600	0.250	*	0	400	1	1600	0.250	*
Sb Right	236	1	1600	0.148		0	236	1	1600	0.148		0	110	1	1600	0.069		20	130	1	1600	0.081		0	130	1	1600	0.081	
Eb Left	362	1	1600	0.226		0	362	1	1600	0.226		0	120	1	1600	0.075		0	120	1	1600	0.075		0	120	1	1600	0.075	
Eb Thru	1133	2	3200	0.362	*	0	1133	2	3200	0.362	*	0	1010	2	3200	0.328	*	10	1020	2	3200	0.331	*	0	1020	2	3200	0.331	*
Eb Right	26	0	0	-		0	26	0	0	-		0	40	0	0	-		0	40	0	0	-		0	40	0	0	-	
Wb Left	52	1	1600	0.033	*	0	52	1	1600	0.033	*	0	30	1	1600	0.019	*	0	30	1	1600	0.019	*	0	30	1	1600	0.019	*
Wb Thru	260	2	3200	0.084		0	260	2	3200	0.084		0	220	2	3200	0.072		-10	210	2	3200	0.069		0	210	2	3200	0.069	
Wb Right	8	0	0	-		0	8	0	0	-		0	10	0	0	-		0	10	0	0	-		0	10	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.600						0.600						0.610						0.600						0.600	
LOS				A						A						B						A						A	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.010
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2708*	*0*	*2708*	*0*	*2350*	*0*	*2350*	*0*	*2350*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 11.
N-S St: Placentia Avenue
E-W St: Superior Avenue
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 5Ø Traffic Signal

Placentia Avenue at Superior Avenue
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	37	0	0	0.000	0	37	0	0	0.000	0	40	0	0	0.000 *	0	40	0	0	0.000 *	0	40	0	0	0.000 *
Nb Thru	320	2	3200	0.137 *	0	320	2	3200	0.137 *	0	440	2	3200	0.175	0	440	2	3200	0.181	0	440	2	3200	0.181
Nb Right	80	0	0	-	0	80	0	0	-	0	80	0	0	-	20	100	0	0	-	0	100	0	0	-
Sb Left	15	1	1600	0.009 *	0	15	1	1600	0.009 *	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Sb Thru	231	1	1600	0.144	0	231	1	1600	0.144	0	330	1	1600	0.206 *	20	350	1	1600	0.219 *	0	350	1	1600	0.219 *
Sb Right	423	1	1600	0.264	0	423	1	1600	0.264	0	240	1	1600	0.150	-20	220	1	1600	0.138	0	220	1	1600	0.138
Eb Left	320	1	1600	0.200 *	0	320	1	1600	0.200 *	0	210	1	1600	0.131 *	-10	200	1	1600	0.125 *	0	200	1	1600	0.125 *
Eb Thru	436	2	3200	0.140	0	436	2	3200	0.140	0	340	2	3200	0.113	-10	330	2	3200	0.109	0	330	2	3200	0.109
Eb Right	13	0	0	-	0	13	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	58	1	1600	0.036	0	58	1	1600	0.036	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Wb Thru	630	2	3200	0.201 *	0	630	2	3200	0.201 *	0	620	2	3200	0.197 *	20	640	2	3200	0.203 *	0	640	2	3200	0.203 *
Wb Right	13	0	0	-	0	13	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.547					0.547					0.534					0.547					0.547
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.013
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2576*	*0*	*2576*	*0*	*2380*	*20*	*2400*	*0*	*2400*	

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(714) 641-1587

Intersection: 12.
N-S St: Newport Blvd SB Off-Ramp
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Blvd SB Off-Ramp at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*
Nb Thru	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000	
Nb Right	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-	
Sb Left	454	2	3200	0.142		0	454	2	3200	0.142		0	350	2	3200	0.109		70	420	2	3200	0.131		0	420	2	3200	0.131	
Sb Thru	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000	
Sb Right	284	1	1600	0.177	*	0	284	1	1600	0.177	*	0	620	1	1600	0.388	*	-140	480	1	1600	0.300	*	0	480	1	1600	0.300	*
Eb Left	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000	
Eb Thru	1995	2	3200	0.623	*	0	1995	2	3200	0.623	*	0	2440	2	3200	0.763	*	-30	2410	2	3200	0.753	*	0	2410	2	3200	0.753	*
Eb Right	645	Free	9999999	0.000		0	645	Free	9999999	0.000		0	600	Free	9999999	0.000		0	600	Free	9999999	0.000		0	600	Free	9999999	0.000	
Wb Left	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*
Wb Thru	1098	3	4800	0.229		0	1098	3	4800	0.229		0	1560	3	4800	0.325		-10	1550	3	4800	0.323		0	1550	3	4800	0.323	
Wb Right	496	Free	9999999	0.000		0	496	Free	9999999	0.000		0	510	Free	9999999	0.000		0	510	Free	9999999	0.000		0	510	Free	9999999	0.000	
Yellow Allowance:				0.000	+					0.000	+					0.000	+					0.000	+					0.000	+
ICU				0.800						0.800						1.151						1.053						1.053	
LOS				C						C						F						F						F	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.098
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4970*	*0 4970*	*0 6080*	*-110 5970*	*0 5970*

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 12.
N-S St: Newport Blvd SB Off-Ramp
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Blvd SB Off-Ramp at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*	0	0	0	0	0.000	*
Nb Thru	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000	
Nb Right	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-		0	0	0	0	-	
Sb Left	532	2	3200	0.166		0	532	2	3200	0.166		0	570	2	3200	0.178		50	620	2	3200	0.194		0	620	2	3200	0.194	
Sb Thru	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000	
Sb Right	394	1	1600	0.246	*	0	394	1	1600	0.246	*	0	420	1	1600	0.263	*	-70	350	1	1600	0.219	*	0	350	1	1600	0.219	*
Eb Left	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000	
Eb Thru	942	2	3200	0.295		0	942	2	3200	0.295		0	1520	2	3200	0.475		-80	1440	2	3200	0.450		0	1440	2	3200	0.450	
Eb Right	257	Free	9999999	0.000		0	257	Free	9999999	0.000		0	240	Free	9999999	0.000		-20	220	Free	9999999	0.000		0	220	Free	9999999	0.000	
Wb Left	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000		0	0	0	0	0.000	
Wb Thru	1948	3	4800	0.406	*	0	1948	3	4800	0.406	*	0	2350	3	4800	0.490	*	-10	2340	3	4800	0.488	*	0	2340	3	4800	0.488	*
Wb Right	585	Free	9999999	0.000		0	585	Free	9999999	0.000		0	680	Free	9999999	0.000		0	680	Free	9999999	0.000		0	680	Free	9999999	0.000	
Yellow Allowance:				0.000	+					0.000	+					0.000	+					0.000	+					0.000	+
ICU				0.652						0.652						0.763						0.707						0.707	
LOS				B						B						C						C						C	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: City of Newport Beach
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.048
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4659*		*0*	*4659*		*0*	*5780*		*-130*	*5650*		*0*	*5650*			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 13.
N-S St: Superior Avenue
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 2Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Superior Avenue at Hospital Road
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Nb Thru	1523	2	3200	0.604 *	0	1523	2	3200	0.604 *	0	1210	2	3200	0.559 *	10	1220	2	3200	0.572 *	0	1220	2	3200	0.572 *
Nb Right	410	0	0	-	0	410	0	0	-	0	580	0	0	-	30	610	0	0	-	0	610	0	0	-
Sb Left	79	1	1600	0.049 *	0	79	1	1600	0.049 *	0	100	1	1600	0.063 *	10	110	1	1600	0.069 *	0	110	1	1600	0.069 *
Sb Thru	476	2	3200	0.149	0	476	2	3200	0.149	0	270	2	3200	0.084	10	280	2	3200	0.088	0	280	2	3200	0.088
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	35	0	0	0.000	0	35	0	0	0.000	0	50	0	0	0.000	0	50	0	0	0.000	0	50	0	0	0.000
Wb Thru	0	2	3200	0.030 *	0	0	2	3200	0.030 *	0	0	2	3200	0.034 *	0	0	2	3200	0.034 *	0	0	2	3200	0.034 *
Wb Right	60	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.683					0.683					0.656					0.675					0.675
LOS				B					B					B					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.019
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2583*				*0*	*2583*				*0*	*2270*				*60*	*2330*				*0*	*2330*			

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 13.
N-S St: Superior Avenue
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 2@ Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Superior Avenue at Hospital Road
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Nb Thru	850	2	3200	0.311 *	0	850	2	3200	0.311 *	0	850	2	3200	0.247 *	-20	630	2	3200	0.241 *	0	630	2	3200	0.241 *
Nb Right	144	0	0	-	0	144	0	0	-	0	140	0	0	-	0	140	0	0	-	0	140	0	0	-
Sb Left	108	1	1600	0.067 *	0	108	1	1600	0.067 *	0	110	1	1600	0.069 *	0	110	1	1600	0.069 *	0	110	1	1600	0.069 *
Sb Thru	1129	2	3200	0.353	0	1129	2	3200	0.353	0	910	2	3200	0.284	10	920	2	3200	0.288	0	920	2	3200	0.288
Sb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Eb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Eb Thru	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Eb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Wb Left	634	0	0	0.000	0	634	0	0	0.000	0	780	0	0	0.000	0	780	0	0	0.000	0	780	0	0	0.000
Wb Thru	0	2	3200	0.237 *	0	0	2	3200	0.237 *	0	0	2	3200	0.278 *	0	0	2	3200	0.281 *	0	0	2	3200	0.281 *
Wb Right	125	0	0	-	0	125	0	0	-	0	110	0	0	-	10	120	0	0	-	0	120	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.616					0.615					0.594					0.591					0.591
LOS				B					B					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.003
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2989*				*0*	*2989*				*0*	*2700*				*0*	*2700*				*0*	*2700*			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 14.
N-S St: Hoag Drive/Placentia Ave
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 3Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Hoag Drive/Placentia Ave at Hospital Road
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	18	0	0	0.000		0	18	0	0	0.000		0	20	0	0	0.000		0	20	0	0	0.000		0	20	0	0	0.000	
Nb Thru	22	1	1600	0.024	*	0	22	1	1600	0.024	*	0	60	1	1600	0.050	*	0	60	1	1600	0.050	*	0	60	1	1600	0.050	*
Nb Right	78	1	1600	0.049		0	78	1	1600	0.049		0	90	1	1600	0.056		20	110	1	1600	0.069		0	110	1	1600	0.069	
Sb Left	341	0	0	0.000		0	341	0	0	0.000		0	390	0	0	0.000		0	390	0	0	0.000		0	390	0	0	0.000	
Sb Thru	45	2	3200	0.131	*	0	45	2	3200	0.131	*	0	120	2	3200	0.163	*	-20	100	2	3200	0.156	*	0	100	2	3200	0.156	*
Sb Right	34	0	0	-		0	34	0	0	-		0	10	0	0	-		0	10	0	0	-		0	10	0	0	-	
Eb Left	67	1	1600	0.042	*	0	67	1	1600	0.042	*	0	70	1	1600	0.044	*	0	70	1	1600	0.044		0	70	1	1600	0.044	
Eb Thru	289	2	3200	0.104		0	289	2	3200	0.104		0	260	2	3200	0.153		0	260	2	3200	0.163	*	0	260	2	3200	0.163	*
Eb Right	44	0	0	-		0	44	0	0	-		0	230	0	0	-		30	260	0	0	-		0	260	0	0	-	
Wb Left	158	1	1600	0.099		0	158	1	1600	0.099		0	110	1	1600	0.069		70	180	1	1600	0.113	*	0	180	1	1600	0.113	*
Wb Thru	159	2	3200	0.173	*	0	159	2	3200	0.173	*	0	170	2	3200	0.215	*	-10	160	2	3200	0.213		0	160	2	3200	0.213	
Wb Right	395	0	0	-		0	395	0	0	-		0	520	0	0	-		0	520	0	0	-		0	520	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.370						0.370						0.473						0.482						0.463	
LOS				A						A						A						A						A	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.009
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*1647*	*0 1647*	*0 2050*	*90 2140*	*0 2140*

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(714) 641-1587

Intersection: 14.
N-S St: Hoag Drive/Placentia Ave
E-W St: Hospital Road
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 3Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Hoag Drive/Placentia Ave at Hospital Road
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	38	0	0	0.000	0	38	0	0	0.000	0	150	0	0	0.000	10	160	0	0	0.000	0	160	0	0	0.000
Nb Thru	67	1	1600	0.065 *	0	67	1	1600	0.065 *	0	100	1	1600	0.156 *	20	120	1	1600	0.175 *	0	120	1	1600	0.175 *
Nb Right	139	1	1600	0.087	0	139	1	1600	0.087	0	200	1	1600	0.125	20	220	1	1600	0.138	0	220	1	1600	0.138
Sb Left	435	0	0	0.000	0	435	0	0	0.000	0	550	0	0	0.000	30	580	0	0	0.000	0	580	0	0	0.000
Sb Thru	35	2	3200	0.180 *	0	35	2	3200	0.180 *	0	80	2	3200	0.216 *	-10	70	2	3200	0.222 *	0	70	2	3200	0.222 *
Sb Right	106	0	0	-	0	106	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Eb Left	140	1	1600	0.088 *	0	140	1	1600	0.088 *	0	160	1	1600	0.100 *	-10	150	1	1600	0.094 *	0	150	1	1600	0.094 *
Eb Thru	292	2	3200	0.102	0	292	2	3200	0.102	0	270	2	3200	0.097	0	270	2	3200	0.097	0	270	2	3200	0.097
Eb Right	34	0	0	-	0	34	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Wb Left	153	1	1600	0.096	0	153	1	1600	0.096	0	160	1	1600	0.100	50	210	1	1600	0.131	0	210	1	1600	0.131
Wb Thru	246	2	3200	0.240 *	0	246	2	3200	0.240 *	0	290	2	3200	0.297 *	-20	270	2	3200	0.291 *	0	270	2	3200	0.291 *
Wb Right	521	0	0	-	0	521	0	0	-	0	660	0	0	-	0	660	0	0	-	0	660	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.573					0.573					0.769					0.782					0.782
LOS				A					A					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.013
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*2206*				*0*	*2206*				*0*	*2720*				*90*	*2810*				*0*	*2810*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 15.
N-S St: Hoag Drive
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 6Ø N-S Split

Hoag Drive at West Coast Highway
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	4	1	1600	0.003	0	4	1	1600	0.003	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Nb Thru	0	1	1600	0.004 *	0	0	1	1600	0.004 *	0	10	1	1600	0.013 *	0	10	1	1600	0.013 *	0	10	1	1600	0.013 *
Nb Right	7	0	0	-	0	7	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Sb Left	27	2	3200	0.008 *	0	27	2	3200	0.008 *	0	120	2	3200	0.038 *	-30	90	2	3200	0.028 *	0	90	2	3200	0.028 *
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	43	1	1600	0.027	0	43	1	1600	0.027	0	100	1	1600	0.063	-10	90	1	1600	0.056	0	90	1	1600	0.056
Eb Left	161	1	1600	0.101	0	161	1	1600	0.101	0	230	1	1600	0.144	-40	190	1	1600	0.119	0	190	1	1600	0.119
Eb Thru	2189	3	4800	0.459 *	0	2189	3	4800	0.459 *	0	2510	3	4800	0.527 *	-10	2500	3	4800	0.525 *	0	2500	3	4800	0.525 *
Eb Right	14	0	0	-	0	14	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	13	1	1600	0.008 *	0	13	1	1600	0.008 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *	0	10	1	1600	0.006 *
Wb Thru	765	4	6400	0.152	0	765	4	6400	0.152	0	920	4	6400	0.272	20	940	4	6400	0.250	0	940	4	6400	0.250
Wb Right	209	0	0	-	0	209	0	0	-	0	820	0	0	-	-160	660	0	0	-	0	660	0	0	-
Yellow Allowance:				0.000 +					0.000 +					0.000 +					0.000 +					0.000 +
ICU				0.479					0.479					0.584					0.672					0.672
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.012
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3432*				*0*	*3432*				*0*	*4760*				*-230*	*4530*				*0*	*4530*			

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(714) 641-1587

Intersection: 15.
N-S St: Hoag Drive
E-W St: West Coast Highway
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 8Ø N-S Split

INTERSECTION CAPACITY UTILIZATION

Hoag Drive at West Coast Highway
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	3	1	1600	0.002	0	3	1	1600	0.002	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Nb Thru	0	1	1600	0.008 *	0	0	1	1600	0.008 *	0	10	1	1600	0.013 *	0	10	1	1600	0.013 *	0	10	1	1600	0.013 *
Nb Right	12	0	0	-	0	12	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Sb Left	100	2	3200	0.031	0	100	2	3200	0.031	0	360	2	3200	0.113	-70	290	2	3200	0.091	0	290	2	3200	0.091
Sb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Right	114	1	1600	0.071 *	0	114	1	1600	0.071 *	0	230	1	1600	0.144 *	-30	200	1	1600	0.125 *	0	200	1	1600	0.125 *
Eb Left	19	1	1600	0.012	0	19	1	1600	0.012	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Eb Thru	1075	3	4800	0.226	0	1075	3	4800	0.226	0	1370	3	4800	0.288	-30	1340	3	4800	0.281	0	1340	3	4800	0.281
Eb Right	12	0	0	-	0	12	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	59	1	1600	0.037	0	59	1	1600	0.037	0	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038
Wb Thru	2301	4	6400	0.366 *	0	2301	4	6400	0.366 *	0	2560	4	6400	0.420 *	-30	2530	4	6400	0.411 *	0	2530	4	6400	0.411 *
Wb Right	39	0	0	-	0	39	0	0	-	0	130	0	0	-	-30	100	0	0	-	0	100	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.445					0.445					0.577					0.549					0.549
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.028
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3734*				*0*	*3734*				*0*	*4780*				*-190*	*4590*				*0*	*4590*			

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(714) 641-1587

Intersection: 16.
N-S St: Superior Avenue
E-W St: 16th Street/Industrial Way
Project: Hoag Master Plan EIR
File: N:\2600\2052852VCUYear2025Alt.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Superior Avenue at 16th Street/Industrial Way
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	77	1	1600	0.048	0	77	1	1600	0.048	0	50	1	1600	0.031	0	50	1	1600	0.031	0	50	1	1600	0.031
Nb Thru	790	2	3200	0.265 *	0	790	2	3200	0.265 *	0	1150	2	3200	0.388 *	10	1160	2	3200	0.391 *	0	1160	2	3200	0.391 *
Nb Right	57	0	0	-	0	57	0	0	-	0	90	0	0	-	0	90	0	0	-	0	90	0	0	-
Sb Left	26	1	1600	0.016 *	0	26	1	1600	0.016 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *	0	20	1	1600	0.013 *
Sb Thru	420	2	3200	0.169	0	420	2	3200	0.169	0	360	2	3200	0.141	-10	350	2	3200	0.138	0	350	2	3200	0.138
Sb Right	120	0	0	-	0	120	0	0	-	0	90	0	0	-	0	90	0	0	-	0	90	0	0	-
Eb Left	25	1	1600	0.016 *	0	25	1	1600	0.016 *	0	30	1	1600	0.019 *	0	30	1	1600	0.019 *	0	30	1	1600	0.019 *
Eb Thru	150	1	1600	0.111	0	150	1	1600	0.111	0	140	1	1600	0.094	0	140	1	1600	0.094	0	140	1	1600	0.094
Eb Right	27	0	0	-	0	27	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Wb Left	27	0	0	0.000	0	27	0	0	0.000	0	30	0	0	0.000	0	30	0	0	0.000	0	30	0	0	0.000
Wb Thru	125	1	1600	0.119 *	0	125	1	1600	0.119 *	0	190	1	1600	0.156 *	0	190	1	1600	0.156 *	0	190	1	1600	0.156 *
Wb Right	39	0	0	-	0	39	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.416					0.416					0.576					0.579					0.579
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.003
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*1883*	*0 1883*	*0 2190*	*0 2190*	*0 2190*

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 16.
N-S St: Superior Avenue
E-W St: 16th Street/Industrial Way
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 3Ø Traffic Signal

Superior Avenue at 16th Street/Industrial Way
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	51	1	1600	0.032 *	0	51	1	1600	0.032 *	0	40	1	1600	0.025 *	0	40	1	1600	0.025 *	0	40	1	1600	0.025 *
Nb Thru	709	2	3200	0.235	0	709	2	3200	0.235	0	740	2	3200	0.247	10	750	2	3200	0.250	0	750	2	3200	0.250
Nb Right	44	0	0	-	0	44	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Sb Left	18	1	1600	0.011	0	18	1	1600	0.011	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Sb Thru	721	2	3200	0.244 *	0	721	2	3200	0.244 *	0	810	2	3200	0.263 *	20	830	2	3200	0.269 *	0	830	2	3200	0.269 *
Sb Right	59	0	0	-	0	59	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Eb Left	50	1	1600	0.031	0	50	1	1600	0.031	0	120	1	1600	0.075 *	0	120	1	1600	0.075 *	0	120	1	1600	0.075 *
Eb Thru	147	1	1600	0.141 *	0	147	1	1600	0.141 *	0	120	1	1600	0.088	0	120	1	1600	0.088	0	120	1	1600	0.088
Eb Right	76	0	0	-	0	76	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	38	0	0	0.000 *	0	38	0	0	0.000 *	0	40	0	0	0.000	0	40	0	0	0.000	0	40	0	0	0.000
Wb Thru	77	1	1600	0.099	0	77	1	1600	0.099	0	120	1	1600	0.119 *	0	120	1	1600	0.119 *	0	120	1	1600	0.119 *
Wb Right	43	0	0	-	0	43	0	0	-	0	30	0	0	-	0	30	0	0	-	0	30	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.417					0.417					0.482					0.488					0.488
LOS				A					A					A					A					A

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.006
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	2035	0	2035	0	2130	30	2160	0	2160

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1580 Corporate Drive, Suite 122, Costa Mesa CA 92626
(714) 641-1587

Intersection: 17.
N-S St: Newport Boulevard
E-W St: Industrial Way
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Industrial Way
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	76	1	1600	0.048		0	76	1	1600	0.048		0	30	1	1600	0.019		0	30	1	1600	0.019		0	30	1	1600	0.019	
Nb Thru	1804	3	4800	0.380	*	0	1804	3	4800	0.380	*	0	2150	3	4800	0.450	*	-10	2140	3	4800	0.448	*	0	2140	3	4800	0.448	*
Nb Right	19	0	0	-		0	19	0	0	-		0	10	0	0	-		0	10	0	0	-		0	10	0	0	-	
Sb Left	114	1	1600	0.071	*	0	114	1	1600	0.071	*	0	110	1	1600	0.069	*	0	110	1	1600	0.069	*	0	110	1	1600	0.069	*
Sb Thru	1311	3	4800	0.286		0	1311	3	4800	0.286		0	1520	3	4800	0.354		-40	1480	3	4800	0.346		0	1480	3	4800	0.346	
Sb Right	64	0	0	-		0	64	0	0	-		0	180	0	0	-		0	180	0	0	-		0	180	0	0	-	
Eb Left	90	0	0	0.000		0	90	0	0	0.000		0	110	0	0	0.000		0	110	0	0	0.000		0	110	0	0	0.000	
Eb Thru	95	1	1600	0.116	*	0	95	1	1600	0.116	*	0	100	1	1600	0.131	*	0	100	1	1600	0.131	*	0	100	1	1600	0.131	*
Eb Right	100	1	1600	0.063		0	100	1	1600	0.063		0	30	1	1600	0.019		0	30	1	1600	0.019		0	30	1	1600	0.019	
Wb Left	3	1	1600	0.002	*	0	3	1	1600	0.002	*	0	10	1	1600	0.006	*	0	10	1	1600	0.006	*	0	10	1	1600	0.006	*
Wb Thru	70	1	1600	0.044		0	70	1	1600	0.044		0	80	1	1600	0.050		0	80	1	1600	0.050		0	80	1	1600	0.050	
Wb Right	51	1	1600	0.032		0	51	1	1600	0.032		0	40	1	1600	0.025		0	40	1	1600	0.025		0	40	1	1600	0.025	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.569						0.569						0.656						0.664						0.664	
LOS				A						A						B						B						B	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3797*					*0*	*3797*					*0*	*4370*					*-50*	*4320*					*0*	*4320*				

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INTERSECTION CAPACITY UTILIZATION

Intersection: 17.
N-S St: Newport Boulevard
E-W St: Industrial Way
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 3Ø Traffic Signal

Newport Boulevard at Industrial Way
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2026 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2026 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2026 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2026 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	67	1	1600	0.042	*	0	67	1	1600	0.042	*	0	10	1	1600	0.006	*	0	10	1	1600	0.006	*	0	10	1	1600	0.006	*
Nb Thru	1551	3	4800	0.327		0	1551	3	4800	0.327		0	1930	3	4800	0.404		-10	1920	3	4800	0.402		0	1920	3	4800	0.402	
Nb Right	17	0	0	-		0	17	0	0	-		0	10	0	0	-		0	10	0	0	-		0	10	0	0	-	
Sb Left	71	1	1600	0.044		0	71	1	1600	0.044		0	60	1	1600	0.038		0	60	1	1600	0.038		0	60	1	1600	0.038	
Sb Thru	1850	3	4800	0.397	*	0	1850	3	4800	0.397	*	0	2680	3	4800	0.573	*	-30	2650	3	4800	0.567	*	0	2650	3	4800	0.567	*
Sb Right	54	0	0	-		0	54	0	0	-		0	70	0	0	-		0	70	0	0	-		0	70	0	0	-	
Eb Left	80	0	0	0.000		0	80	0	0	0.000		0	150	0	0	0.000		0	150	0	0	0.000		0	150	0	0	0.000	
Eb Thru	65	1	1600	0.091	*	0	65	1	1600	0.091	*	0	50	1	1600	0.125	*	0	50	1	1600	0.125	*	0	50	1	1600	0.125	*
Eb Right	105	1	1600	0.066		0	105	1	1600	0.066		0	10	1	1600	0.006		0	10	1	1600	0.006		0	10	1	1600	0.006	
Wb Left	31	1	1600	0.019	*	0	31	1	1600	0.019	*	0	10	1	1600	0.006	*	0	10	1	1600	0.006	*	0	10	1	1600	0.006	*
Wb Thru	42	1	1600	0.026		0	42	1	1600	0.026		0	40	1	1600	0.025		0	40	1	1600	0.025		0	40	1	1600	0.025	
Wb Right	90	1	1600	0.056		0	90	1	1600	0.056		0	40	1	1600	0.025		0	40	1	1600	0.025		0	40	1	1600	0.025	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.549						0.549						0.710						0.704						0.704	
LOS				A						A						C						C						C	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.006
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*4023*					*0*	*4023*					*0*	*5060*					*-40*	*5020*					*0*	*5020*				

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Intersection: 18,
N-S St: Newport Boulevard
E-W St: 16th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 5Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 16th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 06/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	14	1	1600	0.009	0	14	1	1600	0.009	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Nb Thru	1827	3	4800	0.391 *	0	1827	3	4800	0.391 *	0	2120	3	4800	0.454 *	-10	2110	3	4800	0.452 *	0	2110	3	4800	0.452 *
Nb Right	50	0	0	-	0	50	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Sb Left	72	1	1600	0.045 *	0	72	1	1600	0.045 *	0	0	1	1600	0.000 *	0	0	1	1600	0.000 *	0	0	1	1600	0.000 *
Sb Thru	1423	3	4800	0.296	0	1423	3	4800	0.296	0	1700	3	4800	0.354	-40	1660	3	4800	0.346	0	1660	3	4800	0.346
Sb Right	23	1	1600	0.014	0	23	1	1600	0.014	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Eb Left	21	1	1600	0.013 *	0	21	1	1600	0.013 *	0	0	1	1600	0.000	0	0	1	1600	0.000	0	0	1	1600	0.000
Eb Thru	21	1	1600	0.021	0	21	1	1600	0.021	0	120	1	1600	0.088 *	0	120	1	1600	0.088 *	0	120	1	1600	0.088 *
Eb Right	13	0	0	-	0	13	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Wb Left	37	1	1600	0.023	0	37	1	1600	0.023	0	200	1	1600	0.125 *	0	200	1	1600	0.125 *	0	200	1	1600	0.125 *
Wb Thru	34	1	1600	0.046 *	0	34	1	1600	0.046 *	0	90	1	1600	0.081	0	90	1	1600	0.081	0	90	1	1600	0.081
Wb Right	39	0	0	-	0	39	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.496					0.496					0.667					0.665					0.665
LOS				A					A					B					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3574*	*0 3574*	*0 4370*	*-50 4320*	*0 4320*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 18.
N-S St: Newport Boulevard
E-W St: 16th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 5Ø Traffic Signal

Newport Boulevard at 16th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	13	1	1600	0.008	0	13	1	1600	0.008	0	30	1	1600	0.019 *	0	30	1	1600	0.019 *	0	30	1	1600	0.019 *
Nb Thru	1700	3	4800	0.363 *	0	1700	3	4800	0.363 *	0	1940	3	4800	0.425	-10	1930	3	4800	0.423	0	1930	3	4800	0.423
Nb Right	44	0	0	-	0	44	0	0	-	0	100	0	0	-	0	100	0	0	-	0	100	0	0	-
Sb Left	80	1	1600	0.050 *	0	80	1	1600	0.050 *	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Sb Thru	1907	3	4800	0.397	0	1907	3	4800	0.397	0	2350	3	4800	0.490 *	-30	2320	3	4800	0.483 *	0	2320	3	4800	0.483 *
Sb Right	26	1	1600	0.016	0	26	1	1600	0.016	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Eb Left	20	1	1600	0.013 *	0	20	1	1600	0.013 *	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Eb Thru	41	1	1600	0.033	0	41	1	1600	0.033	0	170	1	1600	0.138 *	0	170	1	1600	0.138 *	0	170	1	1600	0.138 *
Eb Right	11	0	0	-	0	11	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Wb Left	51	1	1600	0.032	0	51	1	1600	0.032	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *
Wb Thru	75	1	1600	0.068 *	0	75	1	1600	0.068 *	0	160	1	1600	0.125	0	160	1	1600	0.125	0	160	1	1600	0.125
Wb Right	34	0	0	-	0	34	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.494					0.494					0.703					0.696					0.696
LOS				A					A					C					B					B

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.007
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	4002	0	4002	0	4980	-40	4940	0	4940

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INTERSECTION CAPACITY UTILIZATION

Intersection: 19.
N-S St: Superior Avenue
E-W St: 17th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 8Ø Traffic Signal

Superior Avenue at 17th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	20	1	1600	0.013	0	20	1	1600	0.013	0	30	1	1600	0.019	2	32	1	1600	0.020	0	32	1	1600	0.020
Nb Thru	115	1	1600	0.072	0	115	1	1600	0.072	0	140	1	1600	0.088	8	148	1	1600	0.093	0	148	1	1600	0.093
Nb Right	1038	1	1600	0.649 *	0	1038	1	1600	0.649 *	0	940	1	1600	0.588 *	0	940	1	1600	0.588 *	0	940	1	1600	0.588 *
Sb Left	72	1	1600	0.045 *	0	72	1	1600	0.045 *	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *
Sb Thru	274	2	3200	0.104	0	274	2	3200	0.104	0	270	2	3200	0.106	-8	262	2	3200	0.104	0	262	2	3200	0.104
Sb Right	59	0	0	-	0	59	0	0	-	0	70	0	0	-	0	70	0	0	-	0	70	0	0	-
Eb Left	11	1	1600	0.007	0	11	1	1600	0.007	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Eb Thru	634	2	3200	0.208 *	0	634	2	3200	0.208 *	0	540	2	3200	0.172 *	0	540	2	3200	0.171 *	0	540	2	3200	0.171 *
Eb Right	31	0	0	-	0	31	0	0	-	0	10	0	0	-	-2	8	0	0	-	0	8	0	0	-
Wb Left	324	1	1600	0.203	0	324	1	1600	0.203	0	330	1	1600	0.206	0	330	1	1600	0.206	0	330	1	1600	0.206
Wb Thru	436	2	3200	0.145	0	436	2	3200	0.145	0	500	2	3200	0.191	0	500	2	3200	0.191	0	500	2	3200	0.191
Wb Right	27	0	0	-	0	27	0	0	-	0	110	0	0	-	0	110	0	0	-	0	110	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.902					0.902					0.816					0.816					0.816
LOS				E					E					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.001
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3041*	*0 3041*	*0 3040*	*0 3040*	*0 3040*

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Intersection: 19.
N-S St: Superior Avenue
E-W St: 17th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Superior Avenue at 17th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	96	1	1600	0.060 *	0	96	1	1600	0.060 *	0	70	1	1600	0.044	2	72	1	1600	0.045	0	72	1	1600	0.045
Nb Thru	170	1	1600	0.106	0	170	1	1600	0.106	0	270	1	1600	0.169 *	8	278	1	1600	0.174 *	0	278	1	1600	0.174 *
Nb Right	651	1	1600	0.407	0	651	1	1600	0.407	0	600	1	1600	0.375	0	600	1	1600	0.375	0	600	1	1600	0.375
Sb Left	87	1	1600	0.054	0	87	1	1600	0.054	0	140	1	1600	0.088 *	0	140	1	1600	0.088 *	0	140	1	1600	0.088 *
Sb Thru	317	2	3200	0.123 *	0	317	2	3200	0.123 *	0	370	2	3200	0.188	16	386	2	3200	0.193	0	386	2	3200	0.193
Sb Right	78	0	0	-	0	78	0	0	-	0	230	0	0	-	0	230	0	0	-	0	230	0	0	-
Eb Left	26	1	1600	0.016	0	26	1	1600	0.016	0	40	1	1600	0.025	0	40	1	1600	0.025	0	40	1	1600	0.025
Eb Thru	543	2	3200	0.192 *	0	543	2	3200	0.192 *	0	770	2	3200	0.250 *	0	770	2	3200	0.251 *	0	770	2	3200	0.251 *
Eb Right	70	0	0	-	0	70	0	0	-	0	30	0	0	-	4	34	0	0	-	0	34	0	0	-
Wb Left	477	1	1600	0.298 *	0	477	1	1600	0.298 *	0	400	1	1600	0.250 *	0	400	1	1600	0.250 *	0	400	1	1600	0.250 *
Wb Thru	427	2	3200	0.159	0	427	2	3200	0.159	0	580	2	3200	0.213	0	580	2	3200	0.213	0	580	2	3200	0.213
Wb Right	81	0	0	-	0	81	0	0	-	0	100	0	0	-	0	100	0	0	-	0	100	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.673					0.673					0.767					0.767					0.767
LOS				B					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.006
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*3023*	*0*	*3023*	*0*	*3600*	*30*	*3630*	*0*	*3630*

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Intersection: 20.
N-S St: Newport Boulevard
E-W St: 17th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025AllLxls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 17th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	46	1	1600	0.029	0	46	1	1600	0.029	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Nb Thru	1699	3	4800	0.354 *	0	1699	3	4800	0.354 *	0	1920	3	4800	0.400 *	-9	1911	3	4800	0.398 *	0	1911	3	4800	0.398 *
Nb Right	197	1	1600	0.123	0	197	1	1600	0.123	0	330	1	1600	0.206	-1	329	1	1600	0.206	0	329	1	1600	0.206
Sb Left	749	2	3200	0.234 *	0	749	2	3200	0.234 *	0	650	2	3200	0.203 *	0	650	2	3200	0.203 *	0	650	2	3200	0.203 *
Sb Thru	1439	3	4800	0.398	0	1439	3	4800	0.398	0	1570	3	4800	0.425	-38	1632	3	4800	0.417	0	1632	3	4800	0.417
Sb Right	472	0	0	-	0	472	0	0	-	0	370	0	0	-	0	370	0	0	-	0	370	0	0	-
Eb Left	664	3	4800	0.138 *	0	664	3	4800	0.138 *	0	1200	3	4800	0.250 *	0	1200	3	4800	0.250 *	0	1200	3	4800	0.250 *
Eb Thru	435	2	3200	0.144	0	435	2	3200	0.144	0	510	2	3200	0.175	0	510	2	3200	0.175	0	510	2	3200	0.175
Eb Right	27	0	0	-	0	27	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Wb Left	138	2	3200	0.043	0	138	2	3200	0.043	0	130	2	3200	0.041	-2	128	2	3200	0.040	0	128	2	3200	0.040
Wb Thru	346	3	4800	0.072 *	0	346	3	4800	0.072 *	0	540	3	4800	0.113 *	0	540	3	4800	0.113 *	0	540	3	4800	0.113 *
Wb Right	118	1	1600	0.074	0	118	1	1600	0.074	0	240	1	1500	0.150	0	240	1	1600	0.150	0	240	1	1600	0.150
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.798					0.798					0.966					0.964					0.964
LOS				C					C					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6330*				*0*	*6330*				*0*	*7630*				*-50*	*7580*				*0*	*7580*			

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Intersection: 20.
N-S St: Newport Boulevard
E-W St: 17th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 8Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 17th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	73	1	1600	0.046	0	73	1	1600	0.046	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Nb Thru	1569	3	4800	0.327 *	0	1569	3	4800	0.327 *	0	1980	3	4800	0.413 *	-9	1971	3	4800	0.411 *	0	1971	3	4800	0.411 *
Nb Right	172	1	1600	0.108	0	172	1	1600	0.108	0	250	1	1600	0.156	-1	249	1	1600	0.156	0	249	1	1600	0.156
Sb Left	788	2	3200	0.246 *	0	788	2	3200	0.246 *	0	690	2	3200	0.216 *	0	690	2	3200	0.216 *	0	690	2	3200	0.216 *
Sb Thru	1821	3	4800	0.441	0	1821	3	4800	0.441	0	2150	3	4800	0.517	-28	2122	3	4800	0.511	0	2122	3	4800	0.511
Sb Right	298	0	0	-	0	298	0	0	-	0	330	0	0	-	0	330	0	0	-	0	330	0	0	-
Eb Left	637	3	4800	0.133 *	0	637	3	4800	0.133 *	0	880	3	4800	0.183 *	0	880	3	4800	0.183 *	0	880	3	4800	0.183 *
Eb Thru	514	2	3200	0.171	0	514	2	3200	0.171	0	660	2	3200	0.222	0	660	2	3200	0.222	0	660	2	3200	0.222
Eb Right	32	0	0	-	0	32	0	0	-	0	50	0	0	-	0	50	0	0	-	0	50	0	0	-
Wb Left	227	2	3200	0.071	0	227	2	3200	0.071	0	230	2	3200	0.072	-2	228	2	3200	0.071	0	228	2	3200	0.071
Wb Thru	562	3	4800	0.117 *	0	562	3	4800	0.117 *	0	700	3	4800	0.146 *	0	700	3	4800	0.146 *	0	700	3	4800	0.146 *
Wb Right	183	1	1600	0.114	0	183	1	1600	0.114	0	250	1	1600	0.156	0	250	1	1600	0.156	0	250	1	1600	0.156
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.823					0.823					0.958					0.956					0.956
LOS				D					D					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6876*	*0 6876*	*0 8200*	*-40 8160*	*0 8160*

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(714) 641-1587

Intersection: 21.
N-S St: Newport Boulevard
E-W St: 18th Street/Rochester Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 6Ø E-W Split

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 18th Street/Rochester Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	46	1	1600	0.029 *	0	46	1	1600	0.029 *	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Nb Thru	2275	3	4800	0.475	0	2275	3	4800	0.475	0	3300	3	4800	0.690 *	-9	3291	3	4800	0.688 *	0	3291	3	4800	0.688 *
Nb Right	7	0	0	-	0	7	0	0	-	0	10	0	0	-	0	10	0	0	-	0	10	0	0	-
Sb Left	72	1	1600	0.045	0	72	1	1600	0.045	0	160	1	1600	0.113 *	0	160	1	1600	0.113 *	0	160	1	1600	0.113 *
Sb Thru	2640	3	4800	0.550 *	0	2640	3	4800	0.550 *	0	2690	3	4800	0.560	-38	2652	3	4800	0.553	0	2652	3	4800	0.553
Sb Right	113	1	1600	0.071	0	113	1	1600	0.071	0	170	1	1600	0.106	-8	162	1	1600	0.101	0	162	1	1600	0.101
Eb Left	249	2	3200	0.078 *	0	249	2	3200	0.078 *	0	120	2	3200	0.038	8	128	2	3200	0.040	0	128	2	3200	0.040
Eb Thru	102	1	1600	0.064	0	102	1	1600	0.064	0	150	1	1600	0.094 *	0	150	1	1600	0.094 *	0	150	1	1600	0.094 *
Eb Right	64	1	1600	0.040	0	64	1	1600	0.040	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Wb Left	1	1	1600	0.001	0	1	1	1600	0.001	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Wb Thru	69	1	1600	0.074 *	0	69	1	1600	0.074 *	0	80	1	1600	0.088 *	0	80	1	1600	0.088 *	0	80	1	1600	0.088 *
Wb Right	50	0	0	-	0	50	0	0	-	0	60	0	0	-	0	60	0	0	-	0	60	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.731					0.731					0.985					0.983					0.983
LOS				C					C					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.002
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5688*				*0*	*5688*				*0*	*6830*				*-47*	*6783*				*0*	*6783*			

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(714) 641-1587

INTERSECTION CAPACITY UTILIZATION

Intersection: 21.
N-S St: Newport Boulevard
E-W St: 18th Street/Rochester Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 6Ø E-W Split

Newport Boulevard at 18th Street/Rochester Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	111	1	1600	0.069 *	0	111	1	1600	0.069 *	0	90	1	1600	0.056	0	90	1	1600	0.056	0	90	1	1600	0.056
Nb Thru	2700	3	4800	0.565	0	2700	3	4800	0.565	0	3290	3	4800	0.690 *	-9	3281	3	4800	0.688 *	0	3281	3	4800	0.686 *
Nb Right	13	0	0	-	0	13	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Sb Left	107	1	1600	0.067	0	107	1	1600	0.067	0	150	1	1600	0.094 *	0	150	1	1600	0.094 *	0	150	1	1600	0.094 *
Sb Thru	2876	3	4800	0.599 *	0	2876	3	4800	0.599 *	0	3360	3	4800	0.700	-28	3332	3	4800	0.694	0	3332	3	4800	0.694
Sb Right	159	1	1600	0.099	0	159	1	1600	0.099	0	70	1	1600	0.044	16	86	1	1600	0.054	0	86	1	1600	0.054
Eb Left	287	2	3200	0.090 *	0	287	2	3200	0.090 *	0	230	2	3200	0.072 *	8	238	2	3200	0.074 *	0	238	2	3200	0.074 *
Eb Thru	85	1	1600	0.053	0	85	1	1600	0.053	0	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038
Eb Right	68	1	1600	0.043	0	68	1	1600	0.043	0	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044
Wb Left	15	1	1600	0.009	0	15	1	1600	0.009	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Wb Thru	116	1	1600	0.117 *	0	116	1	1600	0.117 *	0	140	1	1600	0.113 *	0	140	1	1600	0.113 *	0	140	1	1600	0.113 *
Wb Right	71	0	0	-	0	71	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.876					0.876					0.969					0.969					0.969
LOS				D					D					E					E					E

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6608*	*0 6608*	*0 7540*	*-13 7527*	*0 7527*

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Intersection: 22.
N-S St: Newport Boulevard
E-W St: Harbor Boulevard
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 3Ø Traffic Signal

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Harbor Boulevard
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	177	2	3200	0.055	0	177	2	3200	0.055	0	490	2	3200	0.153	0	490	2	3200	0.153	0	490	2	3200	0.153
Nb Thru	2419	3	4800	0.504	0	2419	3	4800	0.504	0	2860	3	4800	0.596	-1	2859	3	4800	0.596	0	2859	3	4800	0.596
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	2329	3	4800	0.491 *	0	2329	3	4800	0.491 *	0	2410	3	4800	0.506 *	-43	2367	3	4800	0.497 *	0	2367	3	4800	0.497 *
Sb Right	26	0	0	-	0	26	0	0	-	0	20	0	0	-	0	20	0	0	-	0	20	0	0	-
Eb Left	27	1	1600	0.017	0	27	1	1600	0.017	0	70	1	1600	0.044	0	70	1	1600	0.044	0	70	1	1600	0.044
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	530	2	3200	0.166 *	0	530	2	3200	0.166 *	0	710	2	3200	0.222 *	-3	707	2	3200	0.221 *	0	707	2	3200	0.221 *
Wb Left	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *	0	0	0	0	0.000 *
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.667					0.667					0.728					0.718					0.718
LOS				B					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.010
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5508*				*0*	*5508*				*0*	*6560*				*-47*	*6513*				*0*	*6513*			

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INTERSECTION CAPACITY UTILIZATION

Intersection: 22.
N-S St: Newport Boulevard
E-W St: Harbor Boulevard
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 3Ø Traffic Signal

Newport Boulevard at Harbor Boulevard
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	488	2	3200	0.153 *	0	488	2	3200	0.153 *	0	700	2	3200	0.219 *	0	700	2	3200	0.219 *	0	700	2	3200	0.219 *
Nb Thru	2521	3	4800	0.525	0	2521	3	4800	0.525	0	3100	3	4800	0.646	-1	3099	3	4800	0.646	0	3099	3	4800	0.646
Nb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Sb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Sb Thru	2581	3	4800	0.551 *	0	2581	3	4800	0.551 *	0	2800	3	4800	0.592 *	-11	2789	3	4800	0.589 *	0	2789	3	4800	0.589 *
Sb Right	62	0	0	-	0	62	0	0	-	0	40	0	0	-	0	40	0	0	-	0	40	0	0	-
Eb Left	58	1	1600	0.036	0	58	1	1600	0.036	0	80	1	1600	0.050	0	80	1	1600	0.050	0	80	1	1600	0.050
Eb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Eb Right	518	2	3200	0.162	0	518	2	3200	0.162	0	820	2	3200	0.256	-1	819	2	3200	0.256	0	819	2	3200	0.256
Wb Left	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Thru	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0	0.000
Wb Right	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.740					0.740					0.861					0.868					0.868
LOS				C					C					D					D					D

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.003
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6228*				*0*	*6228*				*0*	*7540*				*-13*	*7527*				*0*	*7527*			

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(714) 641-1587

Intersection: 23.
N-S St: Newport Boulevard
E-W St: Broadway Boulevard
Project: Hoag Master Plan EIR
File: N:\2600\2062652\ICUYear2025Alt.xls
Control Type: 8Ø E-W Split

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at Broadway Boulevard
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	1	1	1600	0.001	0	1	1	1600	0.001	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Nb Thru	2440	3	4800	0.513 *	0	2440	3	4800	0.513 *	0	2890	3	4800	0.617 *	-1	2889	3	4800	0.616 *	0	2889	3	4800	0.616 *
Nb Right	24	0	0	-	0	24	0	0	-	0	70	0	0	-	0	70	0	0	-	0	70	0	0	-
Sb Left	32	1	1600	0.020 *	0	32	1	1600	0.020 *	0	30	1	1600	0.019 *	0	30	1	1600	0.019 *	0	30	1	1600	0.019 *
Sb Thru	2409	3	4800	0.502	0	2409	3	4800	0.502	0	2490	3	4800	0.519	-43	2447	3	4800	0.510	0	2447	3	4800	0.510
Sb Right	8	1	1600	0.005	0	8	1	1600	0.005	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Eb Left	8	0	0	0.000	0	8	0	0	0.000	0	10	0	0	0.000	0	10	0	0	0.000	0	10	0	0	0.000
Eb Thru	4	1	1600	0.008 *	0	4	1	1600	0.008 *	0	10	1	1600	0.013 *	0	10	1	1600	0.013 *	0	10	1	1600	0.013 *
Eb Right	3	1	1600	0.002	0	3	1	1600	0.002	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Wb Left	31	1	1600	0.019	0	31	1	1600	0.019	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Wb Thru	5	1	1600	0.056 *	0	5	1	1600	0.056 *	0	10	1	1600	0.100 *	0	10	1	1600	0.100 *	0	10	1	1600	0.100 *
Wb Right	85	0	0	-	0	85	0	0	-	0	150	0	0	-	0	150	0	0	-	0	150	0	0	-
Yellow Allowance:				0.000 +					0.000 +					0.000 +					0.000 +					0.000 +
ICU				0.697					0.697					0.749					0.748					0.748
LOS				A					A					C					C					C

* Key conflicting movement as a part of ICU.
+ Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: -0.001
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5050*	*0*	*5050*	*0*	*5710*	*-44*	*5666*	*0*	*5666*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 23.
N-S St: Newport Boulevard
E-W St: Broadway Boulevard
Project: Hoag Master Plan EIR
File: N:\2600\2052852\ICUYear2025Alt.xls
Control Type: 6Ø E-W Split

Newport Boulevard at Broadway Boulevard
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

	2007 EXISTING TRAFFIC				2025 WITH AMBIENT GROWTH					2025 WITH CUMULATIVE PROJECTS					2025 WITH PROJECT TRAFFIC					2025 WITH MITIGATION				
Movement	Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	19	1	1600	0.012	0	19	1	1600	0.012	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Nb Thru	2507	3	4800	0.535 *	0	2507	3	4800	0.535 *	0	2700	3	4800	0.577 *	-1	2699	3	4800	0.577 *	0	2699	3	4800	0.577 *
Nb Right	61	0	0	-	0	61	0	0	-	0	70	0	0	-	0	70	0	0	-	0	70	0	0	-
Sb Left	111	1	1600	0.069 *	0	111	1	1600	0.069 *	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *	0	90	1	1600	0.056 *
Sb Thru	2589	3	4800	0.539	0	2589	3	4800	0.539	0	2790	3	4800	0.581	-11	2779	3	4800	0.579	0	2779	3	4800	0.579
Sb Right	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038	0	60	1	1600	0.038
Eb Left	15	0	0	0.000	0	15	0	0	0.000	0	10	0	0	0.000	0	10	0	0	0.000	0	10	0	0	0.000
Eb Thru	25	1	1600	0.025 *	0	25	1	1600	0.025 *	0	20	1	1600	0.019 *	0	20	1	1600	0.019 *	0	20	1	1600	0.019 *
Eb Right	10	1	1600	0.006	0	10	1	1600	0.006	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Wb Left	46	1	1600	0.029	0	46	1	1600	0.029	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Wb Thru	22	1	1600	0.071 *	0	22	1	1600	0.071 *	0	30	1	1600	0.081 *	0	30	1	1600	0.081 *	0	30	1	1600	0.081 *
Wb Right	91	0	0	-	0	91	0	0	-	0	100	0	0	-	0	100	0	0	-	0	100	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.700					0.700					0.733					0.733					0.733
LOS				B					B					C					C					C

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*5556*				*0*	*5556*				*0*	*5940*				*-12*	*5928*				*0*	*5928*			

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Intersection: 24.
N-S St: Newport Boulevard
E-W St: 19th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052852\ICUYear2025Alt.xls
Control Type: 6Ø E-W Split

INTERSECTION CAPACITY UTILIZATION

Newport Boulevard at 19th Street
Peak Hour: AM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio	2026 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2026 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2026 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	2026 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio
Nb Left	37	1	1600	0.023	0	37	1	1600	0.023	0	20	1	1600	0.013	0	20	1	1600	0.013	0	20	1	1600	0.013
Nb Thru	2430	3	4800	0.506 *	0	2430	3	4800	0.506 *	0	3100	3	4800	0.646 *	-1	3099	3	4800	0.646 *	0	3099	3	4800	0.646 *
Nb Right	16	1	1600	0.010	0	16	1	1600	0.010	0	30	1	1600	0.019	0	30	1	1600	0.019	0	30	1	1600	0.019
Sb Left	181	1	1600	0.113 *	0	181	1	1600	0.113 *	0	230	1	1600	0.144 *	0	230	1	1600	0.144 *	0	230	1	1600	0.144 *
Sb Thru	2369	4	6400	0.449	0	2369	4	6400	0.449	0	2550	4	6400	0.502	-42	2508	4	6400	0.495	0	2508	4	6400	0.495
Sb Right	505	0	0	-	0	505	0	0	-	0	660	0	0	-	0	660	0	0	-	0	660	0	0	-
Eb Left	776	0	0	0.000	0	776	0	0	0.000	0	960	0	0	0.000	0	960	0	0	0.000	0	960	0	0	0.000
Eb Thru	192	4	6400	0.151 *	0	192	4	6400	0.151 *	0	220	4	6400	0.184 *	0	220	4	6400	0.184 *	0	220	4	6400	0.184 *
Eb Right	13	1	1600	0.008	0	13	1	1600	0.008	0	10	1	1600	0.006	0	10	1	1600	0.006	0	10	1	1600	0.006
Wb Left	38	1	1600	0.024	0	38	1	1600	0.024	0	40	1	1600	0.025	-1	39	1	1600	0.024	0	39	1	1600	0.024
Wb Thru	142	4	6400	0.066 *	0	142	4	6400	0.066 *	0	240	4	6400	0.063 *	0	240	4	6400	0.063 *	0	240	4	6400	0.063 *
Wb Right	279	0	0	-	0	279	0	0	-	0	290	0	0	-	0	290	0	0	-	0	290	0	0	-
Yellow Allowance:				0.000 *					0.000 *					0.000 *					0.000 *					0.000 *
ICU				0.836					0.836					1.057					1.057					1.057
LOS				D					D					F					F					F

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	*6978*	*0 6978*	*0 8350*	*-44 8306*	*0 8306*

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INTERSECTION CAPACITY UTILIZATION

Intersection: 24.
N-S St: Newport Boulevard
E-W St: 19th Street
Project: Hoag Master Plan EIR
File: N:\2600\2052652\ICUYear2025Alt.xls
Control Type: 6Ø E-W Split

Newport Boulevard at 19th Street
Peak Hour: PM
Annual Growth: 1.00%

Date: 05/24/07
Date of Count: 2007
Projection Year: 2025

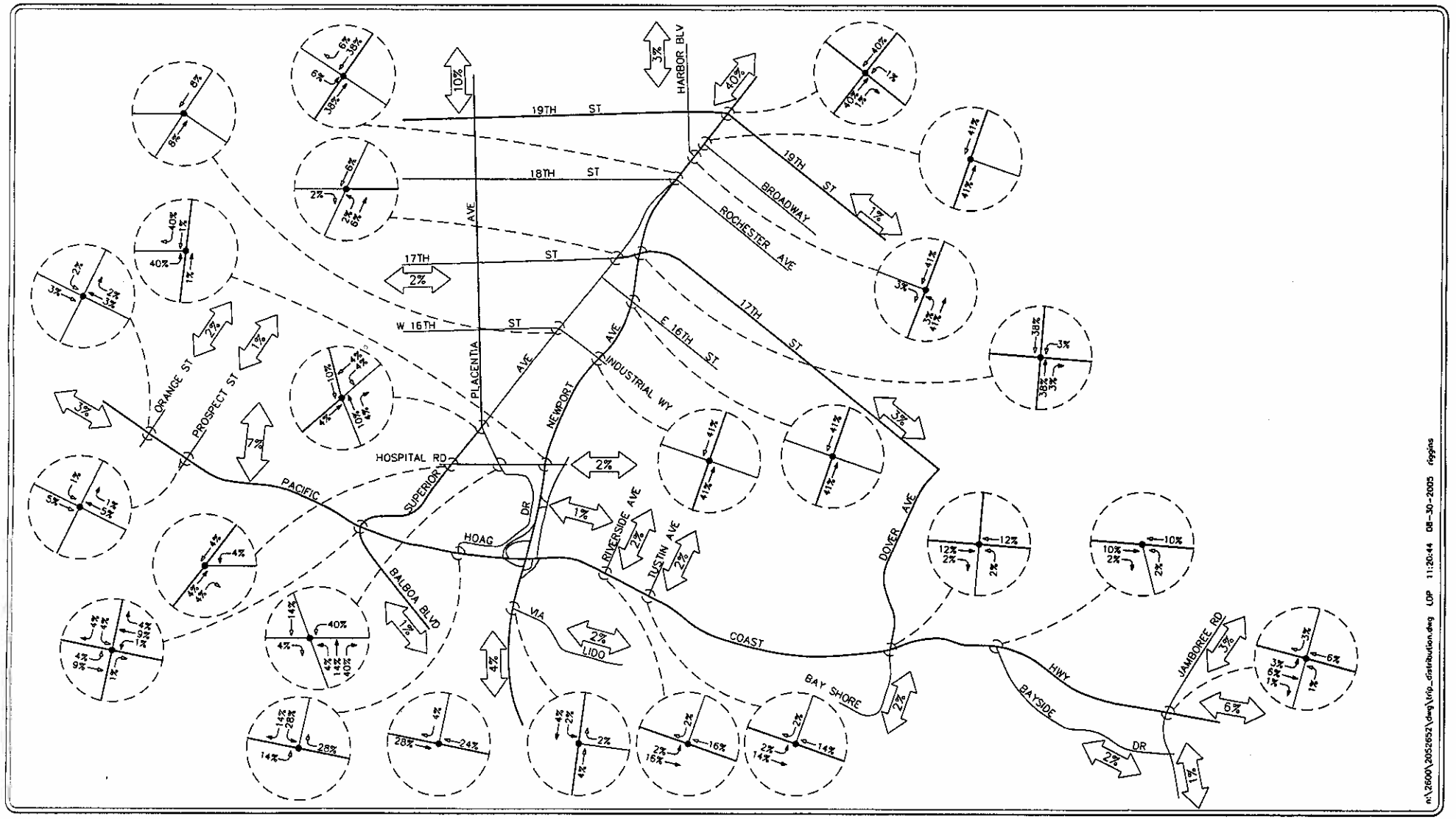
Movement	2007 EXISTING TRAFFIC Volume	Lanes	Capacity	V/C Ratio		2025 WITH AMBIENT GROWTH Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH CUMULATIVE PROJECTS Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH PROJECT TRAFFIC Added Volume	Total Volume	Lanes	Capacity	V/C Ratio		2025 WITH MITIGATION Added Volume	Total Volume	Lanes	Capacity	V/C Ratio	
Nb Left	61	1	1600	0.038		0	61	1	1600	0.038		0	60	1	1600	0.038		0	60	1	1600	0.038		0	60	1	1600	0.038	
Nb Thru	2466	3	4800	0.514	*	0	2466	3	4800	0.514	*	0	2910	3	4800	0.606	*	-1	2909	3	4800	0.606	*	0	2909	3	4800	0.606	*
Nb Right	46	1	1600	0.029		0	46	1	1600	0.029		0	20	1	1600	0.013		0	20	1	1600	0.013		0	20	1	1600	0.013	
Sb Left	209	1	1600	0.131	*	0	209	1	1600	0.131	*	0	240	1	1600	0.150	*	0	240	1	1600	0.150	*	0	240	1	1600	0.150	*
Sb Thru	2597	4	6400	0.521		0	2597	4	6400	0.521		0	2970	4	6400	0.611		-11	2959	4	6400	0.609		0	2959	4	6400	0.609	
Sb Right	737	0	0	-		0	737	0	0	-		0	940	0	0	-		0	940	0	0	-		0	940	0	0	-	
Eb Left	740	0	0	0.000		0	740	0	0	0.000		0	910	0	0	0.000		0	910	0	0	0.000		0	910	0	0	0.000	
Eb Thru	200	4	6400	0.147	*	0	200	4	6400	0.147	*	0	250	4	6400	0.181	*	0	250	4	6400	0.181	*	0	250	4	6400	0.181	*
Eb Right	24	1	1600	0.015		0	24	1	1600	0.015		0	40	1	1600	0.025		0	40	1	1600	0.025		0	40	1	1600	0.025	
Wb Left	61	1	1600	0.038		0	61	1	1600	0.038		0	70	1	1600	0.044		0	70	1	1600	0.044		0	70	1	1600	0.044	
Wb Thru	283	4	6400	0.070	*	0	283	4	6400	0.070	*	0	320	4	6400	0.089	*	0	320	4	6400	0.089	*	0	320	4	6400	0.089	*
Wb Right	163	0	0	-		0	163	0	0	-		0	250	0	0	-		0	250	0	0	-		0	250	0	0	-	
Yellow Allowance:				0.000	*					0.000	*					0.000	*					0.000	*					0.000	*
ICU				0.862						0.862						1.026						1.026						1.026	
LOS				D						D						F						F						F	

* Key conflicting movement as a part of ICU.
** Functions as a separate turn lane, however, is not striped as such.
Counts conducted by: National Data & Surveying Services
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000
Significant Impact: NO

Area Traffic Mitigation:

Total Vol.	7587	0	7587	0	8980	-12	8968	0	8968



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

PROJECT SITE

= INBOUND % (TOTALS 100%)

= OUTBOUND % (TOTALS 100%)

B–1

PROJECT TRIP DISTRIBUTION PATTERN

HOAG HOSPITAL MASTER PLAN EIR, NEWPORT BEACH

n:\2600\2052652\dwg\trip_distribution.dwg LDP 11:20:44 08-30-2005 riggins

ACCESS AND ON-SITE CIRCULATION ANALYSIS

HOAG HOSPITAL MASTER PLAN

NEWPORT BEACH, CALIFORNIA

Submitted to:

Hoag Memorial Hospital Presbyterian
361 Hospital Road, Suite 229
Newport Beach, California 92663

Prepared by:

LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, California 92614-4731
(949) 553-0666

LSA Project No. ANM0601

LSA

September 2007

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APPENDIX

ACCESS AND ON-SITE CIRCULATION ANALYSIS HOAG HOSPITAL MASTER PLAN

PROJECT DESCRIPTION

LSA Associates, Inc. (LSA) has prepared this analysis to assess the traffic operations of the site access and on-site circulation of the Hoag Hospital Master Plan. The Hoag Hospital campus currently has approximately 886,270 square feet (sf) of inpatient, outpatient, campus support, conference center, and child care use on site. In addition, 456,968 sf of additional inpatient, outpatient, and support uses have already been approved for the site.

The campus is located north of Pacific Coast Highway and west of Newport Boulevard and is built into a bluff that divides the campus into the Upper Campus and the Lower Campus. Figure 1 illustrates the location of Hoag Hospital. The Upper Campus is made up of the main hospital, Outpatient Surgery Center, Women's Pavilion, Cardiac Services, Imaging, and Emergency Services. These uses are served by the 468-space Dolphin parking structure, the 1,187-space parking structure located south of the main hospital (hereafter referred to as the South parking structure), and by a handicapped parking lot located adjacent to the Dolphin parking structure. A small surface parking lot currently exists adjacent to the Emergency Room; however, this lot is likely to be replaced in the future by a patient drop-off/valet parking area. The Lower Campus consists of the Cancer Center, Conference Center, and Child Care Center; a new Child Care Center will be located to the west of the present location. Parking for the Cancer Center and Child Care Center is provided by surface parking lots adjacent to these uses. A 371-space parking structure serves the Conference Center.

The Hoag Hospital Master Plan is proposed to be updated to allow transfer of up to 225,000 sf of medical uses, currently approved for the Lower Campus, to the Upper Campus. The Hoag Hospital Master Plan site plan is shown in Figure 2.

Using trip generation rates developed for the Hoag Hospital Master Plan Update Supplemental Environmental Impact Report (EIR) Traffic Study[1] (Traffic Study), this analysis will identify project and ambient traffic at the three intersections that provide access to the Hoag Hospital campus. Delay, level of service (LOS), and queuing at each intersection will be evaluated to identify any potential deficiencies to the traffic operation. On-site traffic volumes will also be evaluated to identify areas where on-site improvements may be necessary to accommodate future traffic volumes.

[1] *Traffic Impact Study, Hoag Hospital Master Plan Update Supplemental EIR*, Linscott Law & Greenspan Engineers, July 5, 2007.

LSA

FIGURE 1

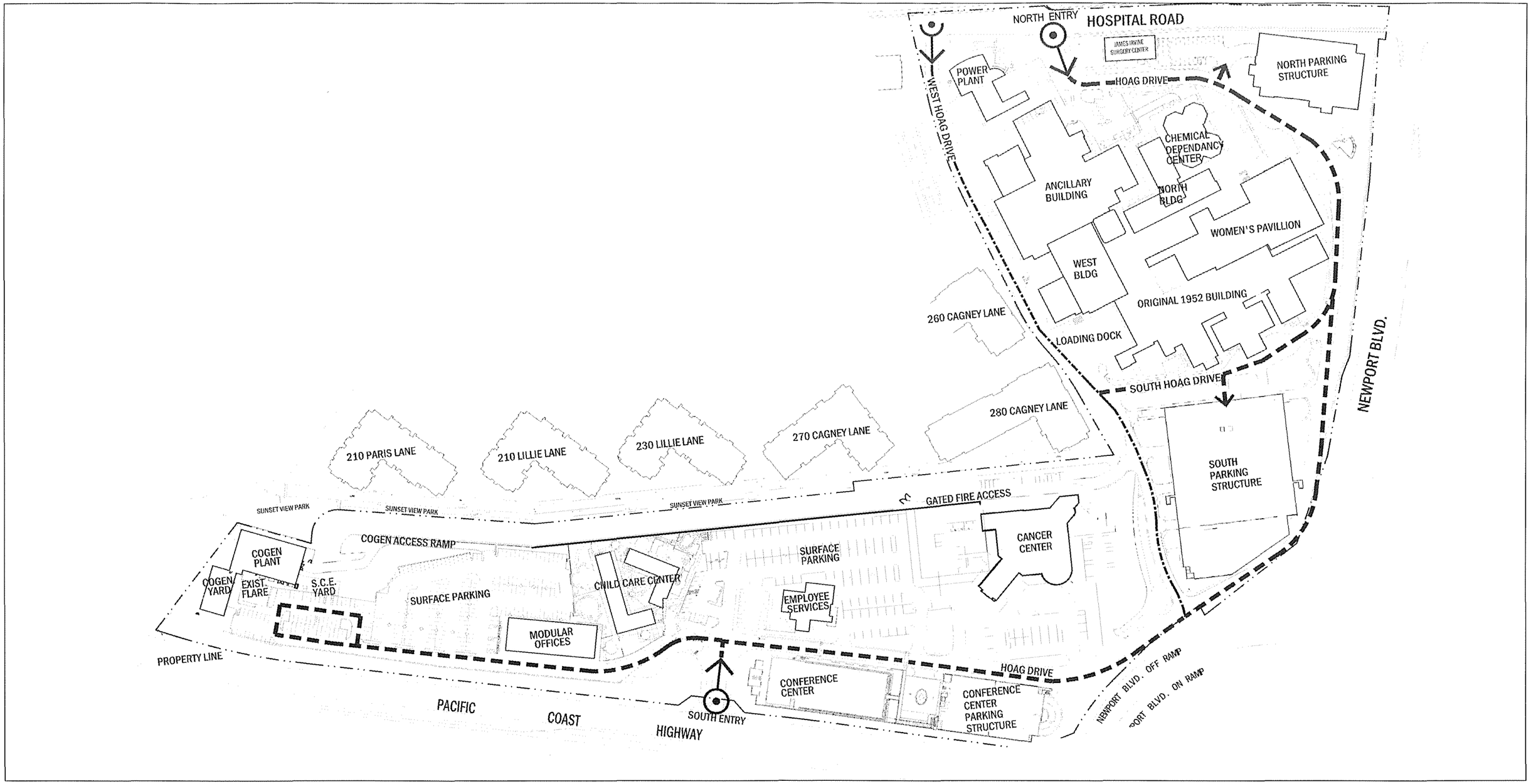
N

0 500 1000
FEET

SOURCE: Eagle Aerial, 2006

Hoag Hospital
Project Location

I:\ANM0601\G\Location.cdr (3/6/07)



LSA

FIGURE 2

SOURCE: RBB Architects, Inc.

I:\ANM0601\G\Site Plan.cdr (8/28/07)

Hoag Hospital
Site Plan

HOAG MASTER PLAN VEHICLE TRIPS

Master Plan Trip Generation

Trip generation rates for inpatient and outpatient services were developed by Linscott Law & Greenspan Engineers in the Phase II Traffic Phasing Ordinance (TPO) Traffic Study. These trip rates were used to develop trip generation estimates for the land uses contained in the Hoag Hospital Master Plan. The trip generation methodology and Hoag Hospital Master Plan trip generation are provided in detail in the Traffic Study, and the trip generation is summarized in Table A. The existing condition represents year 2007 traffic volumes as reported in the Traffic Study. Future Addition is the addition of previously approved but not yet constructed uses (i.e., approximately 456,968 sf of inpatient, outpatient, and support uses). Project conditions refer to transferring approximately 225,000 sf of outpatient use from the Lower Campus to the Upper Campus. A Project Alternative was also analyzed in the Traffic Study. The Project Alternative proposes to transfer less square footage (i.e., 150,000 sf rather than 225,000 sf) from the Lower Campus to the Upper Campus. Because the potential impact caused by the Project Alternative to the on-site circulation system would be less than that caused by the Project, only the Project is analyzed in this on-site circulation analysis.

In order to account for on-site vehicle trips generated by support uses, LSA requested specific operational information from Hoag Hospital. These support (i.e., engineering, custodial, maintenance, food service, and child care) trips would include support employees who drive from one on-site location to another while performing their job duties (i.e., deliveries and repairs).

According to Hoag Hospital, hospital support has a minimum of 20 persons on staff between 7:00 a.m. and 7:00 p.m., Monday through Friday. Their arrivals and departures are external and are included in the trip rates. Up to 8 service calls from the Upper to Lower Campus occur between 7:00 a.m. and 7:00 p.m. For a conservative, worst-case scenario, 8 trips (i.e., 4 inbound and 4 outbound) have been assumed during both the a.m. and p.m. peak hours. Similarly, 20–30 daily deliveries have been estimated. For a worst-case scenario, 30 trips (i.e., 15 inbound and 15 outbound) have been assigned from the Upper and Lower Campus entrances to the delivery route along West Hoag Drive during both peak hours. Security has two vehicles that regularly tour the campus; 2 inbound and 2 outbound trips have been assumed during both peak hours.

Master Plan Trip Distribution

Using the 2015 and 2025 plus project traffic volumes in the Traffic Study as a general guide, traffic volumes were distributed in and out of the project site through Hoag Drive/Hospital Road, West Hoag Drive/Hospital Road, and Hoag Drive/Pacific Coast Highway. Once traffic is on site; however, it must be treated differently than it would be in a typical traffic study. In a traffic study, it is the project site that generates the traffic, whereas in an on-site circulation analysis, vehicle trips might be generated by the inpatient use, outpatient use, Cancer Center, etc., but it is destined to and from on-site parking structures and parking lots on both the Upper and Lower Campuses. The vehicle trips for each land use were distributed based on proximity of the parking lots and structures, as well as the number of parking spaces provided at each location. Table B summarizes the destinations (parking lots and structures) of the Upper and Lower Campus trips generated in Table A. Figure 3 illustrates

Table A: Hoag Hospital Master Plan EIR Trip Generation Summary

Land Use	Existing[1]									Existing[1] + Future Addition[2]									Existing[1] + Future Addition[2] + Project[3]								
				AM Peak Hour			PM Peak Hour						AM Peak Hour			PM Peak Hour						AM Peak Hour			PM Peak Hour		
	Size	Unit	ADT	In	Out	Total	In	Out	Total	Size	Unit	ADT	In	Out	Total	In	Out	Total	Size	Unit	ADT	In	Out	Total	In	Out	Total
Upper Campus																											
Outpatient (James Irvine expansion)	0.800	TSF	27	1	1	2	1	2	3	0.800	TSF	27	1	1	2	1	2	3	0.800	TSF	27	1	1	2	1	2	3
Inpatient/Inpatient (South Building)	643.436	TSF	10,552	376	290	666	205	425	630	710.664	TSF	10,552	376	290	666	205	425	630	774.771	TSF	12,513	446	344	790	243	504	747
Outpatient (MRI Waiting)	0.500	TSF	17	1	1	2	0	1	1	0.500	TSF	17	1	1	2	0	1	1	0.500	TSF	17	1	1	2	0	1	1
Support (Emergency Gen. Addtn.)	5.335	TSF	0	0	0	0	0	0	0	5.335	TSF	0	0	0	0	0	0	0	5.335	TSF	0	0	0	0	0	0	0
Outpatient (South Building)		TSF									TSF								26.268	TSF	898	47	37	84	25	59	84
Support (South Building)		TSF									TSF								120.498	TSF	0	0	0	0	0	0	0
Outpatient (Imaging/ECU Expansion)		TSF									TSF								14.127	TSF	483	25	20	45	14	32	46
Total	649.271	TSF	10,569	377	291	668	205	426	631	716.499	TSF	10,569	377	291	668	205	426	631	941.499	TSF	13,911	519	402	921	282	596	878
Outpatient (Cardiac Serv. Bldg. 1995)	5.544	TSF	190	10	8	18	5	12	17	5.544	TSF	190	10	8	18	5	12	17	5.544	TSF	190	10	8	18	5	12	17
Outpatient (Women's Pavillion)	15.392	TSF	526	28	22	50	15	35	50	15.392	TSF	526	28	22	50	15	35	50	15.392	TSF	526	28	22	50	15	35	50
Support (Women's Pavillion)	27.114	TSF								27.114	TSF								27.114	TSF							
Total	42.506	TSF	526	28	22	50	15	35	50	42.506	TSF	526	28	22	50	15	35	50	42.506	TSF	526	28	22	50	15	35	50
Total	***698.121***	***TSF***	***11,312***	***416***	***322***	***738***	***226***	***475***	***701***	***765.349***	***TSF***	***11,312***	***416***	***322***	***738***	***226***	***475***	***701***	***990.349***	***TSF***	***14,654***	***558***	***433***	***991***	***303***	***645***	***948***
Lower Campus																											
Outpatient (Cancer Center)	65.000	TSF	2,222	116	92	208	63	146	209	65.000	TSF	2,222	116	92	208	63	146	209	65.000	TSF	2,222	116	92	208	63	146	209
Allowable Use[3,4]		TSF								225.000	TSF	7,693	403	317	720	218	506	724		TSF							
Outpatient (Outpatient Building)		TSF								130.000	TSF	4,445	233	183	416	126	293	419	110.000	TSF	3,761	197	155	352	107	248	355
Outpatient (Medical Office Building)		TSF								30.027	TSF	1,027	54	42	96	29	68	97	50.027	TSF	1,711	90	70	160	48	113	161
Total	65.000	TSF	2,222	116	92	208	63	146	209	450.027	TSF	15,387	806	634	1,440	436	1,013	1,449	225.027	TSF	7,694	403	317	720	218	507	725
Support (Child Care Center)	7.800	TSF	0	0	0	0	0	0	0	7.800	TSF	0	0	0	0	0	0	0	7.800	TSF	0	0	0	0	0	0	0
Support (Child Care Center Expansion)		TSF								4.713	TSF	0	0	0	0	0	0	0	4.713	TSF	0	0	0	0	0	0	0
Total	7.800	TSF	0	0	0	0	0	0	0	12.513	TSF	0	0	0	0	0	0	0	12.513	TSF	0	0	0	0	0	0	0
Outpatient (Conference Center)	13.270	TSF	454	24	19	43	13	30	43	13.270	TSF	454	24	19	43	13	30	43	13.270	TSF	454	24	19	43	13	30	43
Support (Conference Center)	77.864	TSF	0	0	0	0	0	0	0	77.864	TSF	0	0	0	0	0	0	0	77.864	TSF	0	0	0	0	0	0	0
Total	91.134	TSF	454	24	19	43	13	30	43	91.134	TSF	454	24	19	43	13	30	43	91.134	TSF	454	24	19	43	13	30	43
Support (Cogeneration Building)	24.215	TSF	0	0	0	0	0	0	0	24.215	TSF	0	0	0	0	0	0	0	24.215	TSF	0	0	0	0	0	0	0
Total	***188.149***	***TSF***	***2,676***	***140***	***111***	***251***	***76***	***176***	***252***	***577.889***	***TSF***	***15,841***	***830***	***653***	***1,483***	***449***	***1,043***	***1,492***	***352.889***	***TSF***	***8,148***	***427***	***336***	***763***	***231***	***537***	***768***
Total Trip Generation	**886.270**	**TSF**	**13,988**	**556**	**433**	**989**	**302**	**651**	**953**	**1,343.238**	**TSF**	**27,153**	**1,246**	**975**	**2,221**	**675**	**1,518**	**2,193**	**1,343.238**	**TSF**	**22,802**	**985**	**769**	**1,754**	**534**	**1,182**	**1,716**

Notes:

TSF = Thousand Square Feet

[1] Year 2005

[2] Addition of previously approved but not yet constructed uses (i.e., approximately 456.968 TSF of outpatient and support uses).

[3] Transferring approximately 225 TSF of outpatient use from the Lower Campus to the Upper Campus.

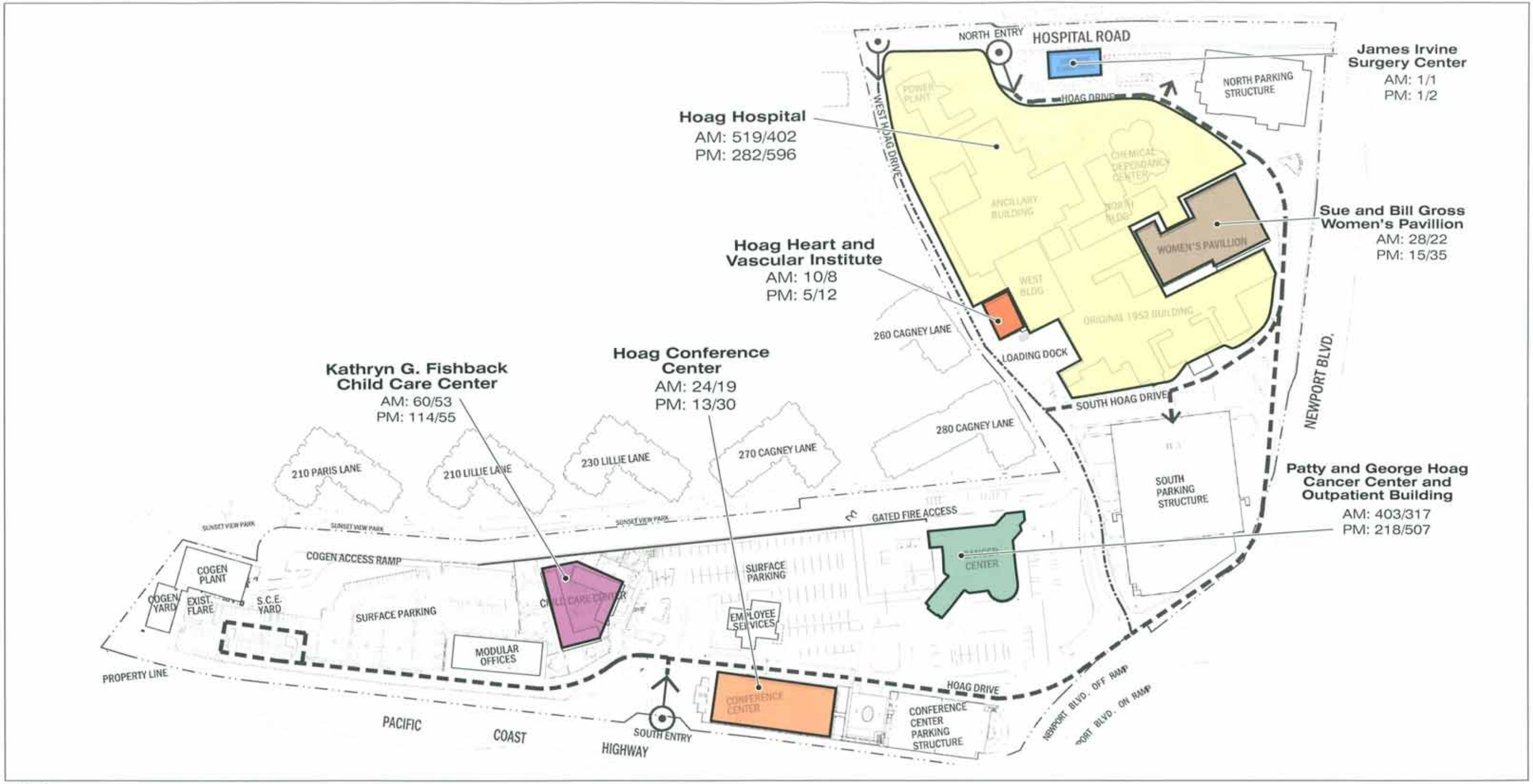
[4] Calculated using Outpatient trip rates.

Table B: Hoag Hospital Master Plan EIR Trip Generation and Destination Summary

	Existing + Future Addition + Project Trip Generation		Parking Lot/Structure																			
			Handicap (P4) [1]			Dolphin (P6)			South (P10)			Cancer Center (P7)			Conference Center (P8)			Child Care Center (P9)			Cogeneration		
Land Use	In	Out	Dist	In	Out	Dist	In	Out	Dist	In	Out	Dist	In	Out	Dist	In	Out	Dist	In	Out	Dist	In	Out
Upper Campus																							
AM	1	1		0	0	100%	1	1		0	0		0	0		0	0		0	0		0	0
PM	1	2		0	0	100%	1	2		0	0		0	0		0	0		0	0		0	0
AM	519	402		0	0	25%	130	101	75%	389	302		0	0		0	0		0	0		0	0
PM	282	596		0	0	25%	71	149	75%	212	447		0	0		0	0		0	0		0	0
AM	10	8		0	0		0	0	100%	10	8		0	0		0	0		0	0		0	0
PM	5	12		0	0		0	0	100%	5	12		0	0		0	0		0	0		0	0
AM	28	22		0	0	65%	18	14	35%	10	8		0	0		0	0		0	0		0	0
PM	15	35		0	0	65%	10	23	35%	5	12		0	0		0	0		0	0		0	0
Lower Campus																							
AM	403	317		0	0		0	0		0	0	15%	60	48	45%	181	143	30%	121	95	10%	40	32
PM	218	507		0	0		0	0		0	0	15%	33	76	45%	98	228	30%	65	152	10%	22	51
AM				0	0		0	0		0	0		0	0		0	0		0	0		0	0
PM				0	0		0	0		0	0		0	0		0	0		0	0		0	0
AM	24	19		0	0		0	0		0	0		0	0	100%	24	19		0	0		0	0
PM	13	30		0	0		0	0		0	0		0	0	100%	13	30		0	0		0	0
AM				0	0		0	0		0	0		0	0		0	0		0	0		0	0
PM				0	0		0	0		0	0		0	0		0	0		0	0		0	0
Total																							
AM	985	769		7	6		142	110		409	317		60	48		205	162		121	95		40	32
PM	534	1,182		4	9		77	165		222	471		33	76		111	258		65	152		22	51

Notes:

[1] Handicap parking is 5% of the total at the Dolphin structure (P6).



LSA

LEGEND

XX/YY - In/Out Trip Sources

FIGURE 3

0 100 200
FEET

SOURCE: RBB Architects, Inc.

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Hoag Hospital
Trip Generation Sources

the trip generation for each land use on-site, while Figure 4 shows the assignment of these Future Addition plus Project vehicle trips to each parking structure and parking lot. The trip assignment was overlaid onto the existing year 2007 No-Project volumes at the access intersections, which were obtained from the Traffic Study. On-site vehicle trips generated by support uses, such as engineering, maintenance, etc., were then manually added to the trip assignment. The resulting existing plus Hoag Hospital Master Plan traffic volumes at the access intersections and on the project site are shown in Figure 5. Because support trips were manually added, the vehicle trips shown in Figure 5 are generally higher than the volumes shown in Table B.

ACCESS AND ON-SITE CIRCULATION

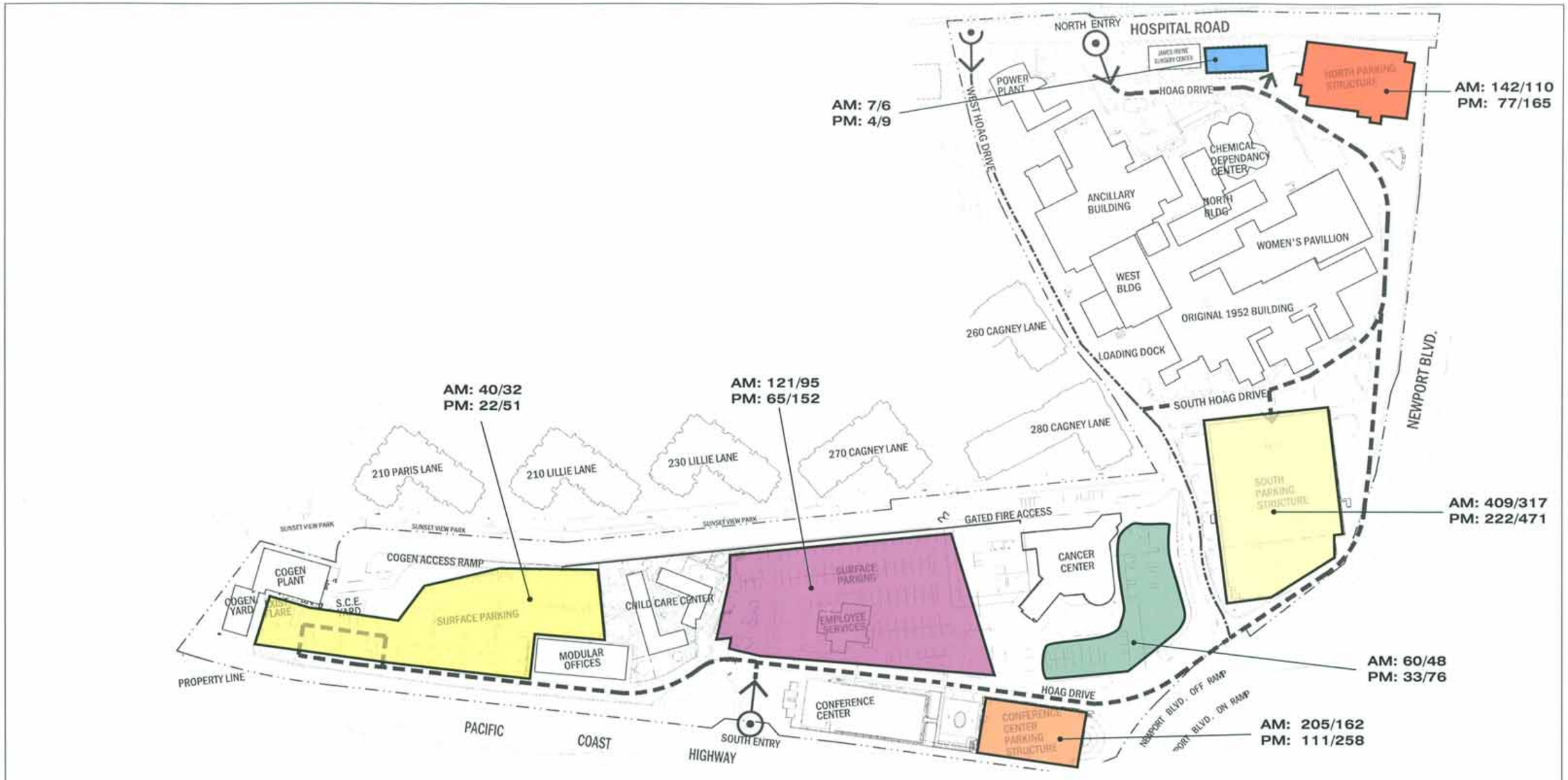
Primary access to Hoag Hospital is provided at the signalized intersections of Hoag Drive/Hospital Road and Hoag Drive/Pacific Coast Highway (i.e., the Upper and Lower Campus entrances, respectively). A secondary access driveway is located at the unsignalized intersection of West Hoag Drive/Hospital Road. Hoag Drive, South Hoag Drive, and West Hoag Drive are two-lane undivided roadways located internal to the Hoag Hospital site. The roadway cross sections and roadway widths are illustrated in Figures 6 and 7, respectively. As shown in Figure 7, these roadways generally provide standard 11-, 12-, and 13-foot travel lanes with curb and gutter. Left- and right-turn lanes are not provided. Sidewalks are provided throughout the Hoag Hospital campus (with the exception of Hoag Drive between South Hoag Drive and West Hoag Drive), providing safe pedestrian access to/from individual buildings, surface parking lots, and parking garages.

As stated previously, the purpose of this analysis is to assess the traffic operations of the site access and on-site circulation of the Hoag Hospital Master Plan. The existing LOS at the Upper and Lower Campus entrances are discussed in the Traffic Study prepared by Linscott Law & Greenspan Engineers. The 2000 Highway Capacity Manual (HCM) Signalized Intersection Operations methodology has been used to determine intersection LOS at the Upper and Lower Campus entrances. Roadway link LOS has been determined using the peak-hour volume-to-capacity (v/c) ratios in each direction based on a capacity of 1,600 vehicles per hour per lane. The City considers LOS D to be the upper limit of satisfactory operations for both intersections and roadway links. As shown in Tables C and D, respectively, all analyzed intersections and links are forecast to operate at satisfactory LOS (LOS D or better).

Table C: Existing plus Hoag Hospital Master Plan Intersection LOS Summary

	Intersection	Existing plus Master Plan			
		AM Peak Hour		PM Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
1	Hoag Drive/Hospital Road[1]	27.1	C	34.3	C
2	Hoag Drive/Pacific Coast Highway[2]	11.5	B	15.4	B

sec = seconds
LOS = level of service
[1] Cycle length = 90 sec
[2] Cycle length = 120 sec



LSA

LEGEND

XX/YY - In/Out Trip Destinations

FIGURE 4

N

0 100 200
FEET

SOURCE: RBB Architects, Inc.

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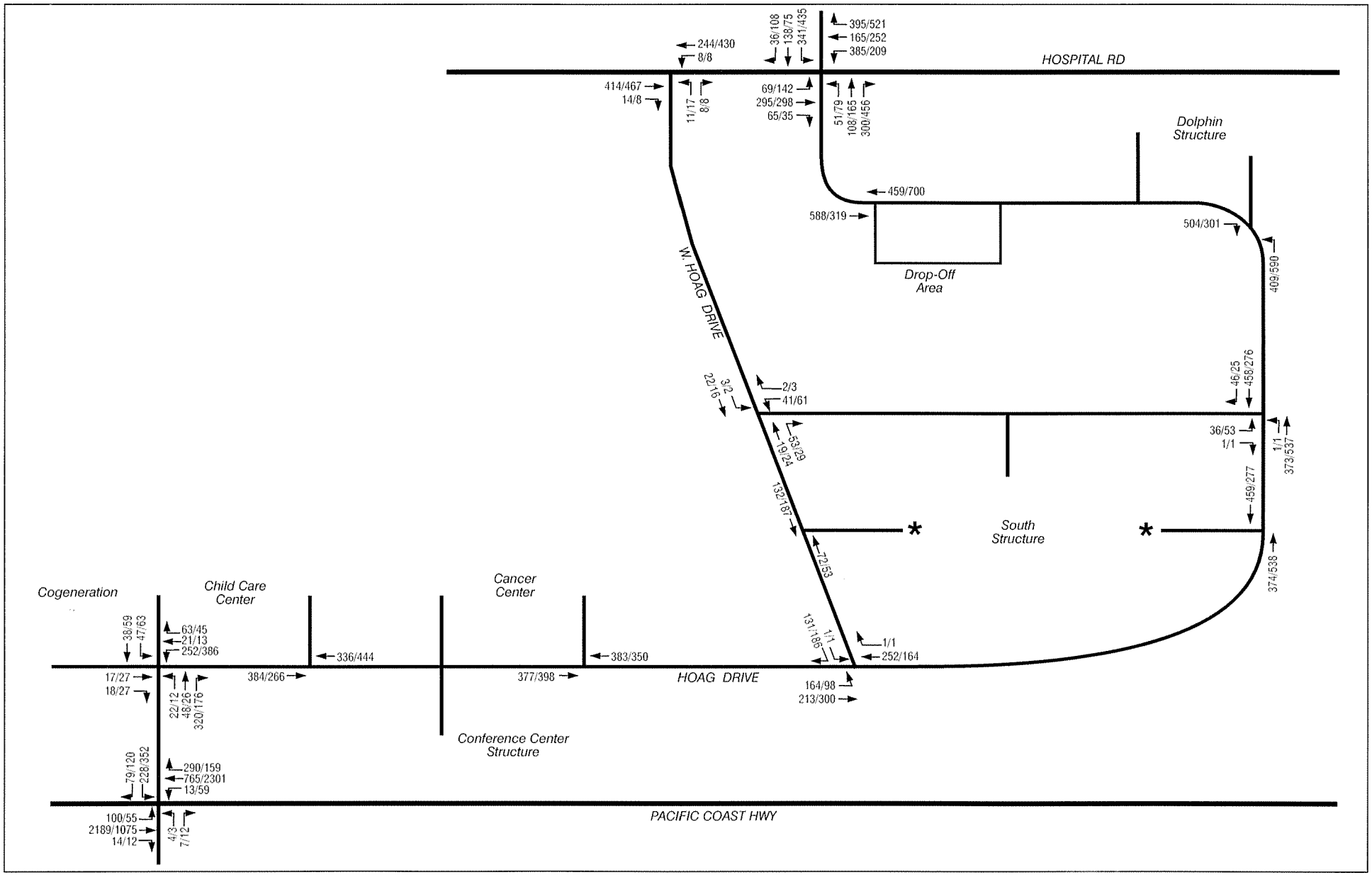
Hoag Hospital
Trip Generation Destinations



LSA

LEGEND

XX/YY - AM/PM Peak Hour Volumes

* - Driveways Combined

Note: Peak hour volumes have been manually adjusted to account for support vehicle trips (i.e., 16 AM/PM inbound/outbound).

SCHEMATIC - NOT TO SCALE

FIGURE 5

Hoag Hospital

Existing Plus Master Plan Driveway Peak Hour Volumes

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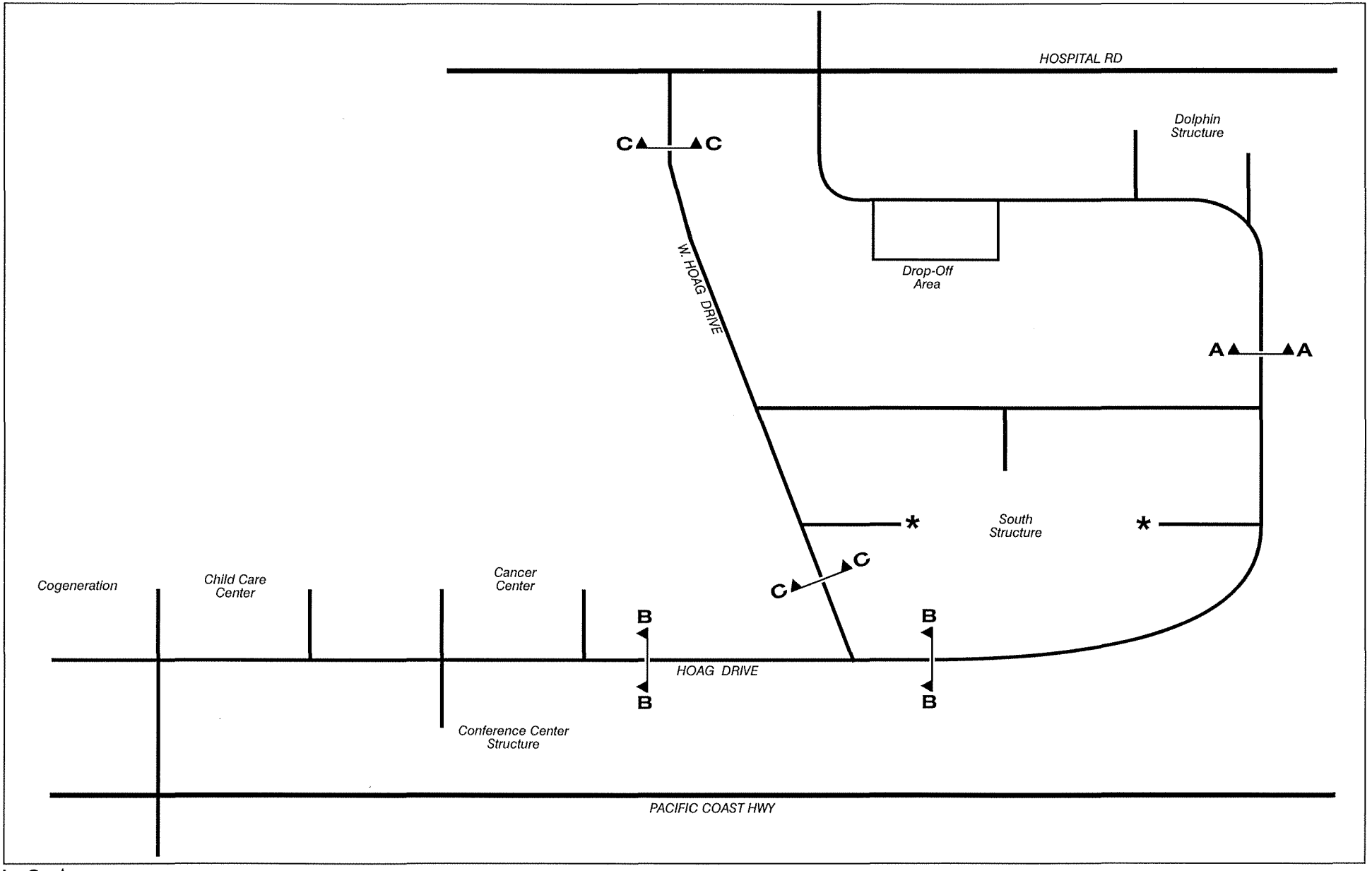

LSA

FIGURE 6

N

SCHEMATIC - NOT TO SCALE

Hoag Hospital
Roadway Cross Sections

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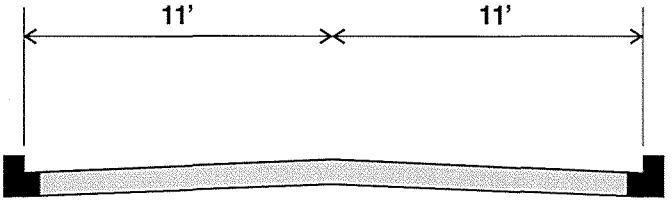
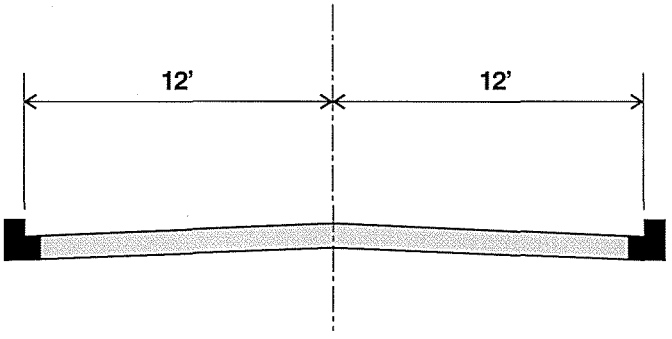
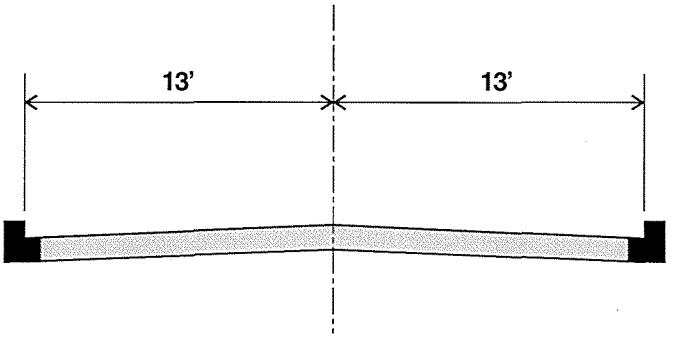
Hoag Drive
Cross Section A



Hoag Drive
Cross Section B



West Hoag drive
Cross Section C



LSA

N

NO SCALE

FIGURE 7

Hoag Hospital

Roadway Cross Section Lane Widths

I:\ANM0601\G\SectionWidths.cdr (9/11/07)

Table D: Existing plus Hoag Hospital Master Plan Roadway Link LOS Summary

Roadway	Segment	Capacity	AM Peak Hour			PM Peak Hour		
			Volume	V/C	LOS	Volume	V/C	LOS
Hoag Drive	south of Hospital Road							
	northbound	1,600	459	0.29	A	700	0.44	A
	southbound	1,600	588	0.37	A	319	0.20	A
	north of South Hoag Drive							
	northbound	1,600	409	0.26	A	590	0.37	A
	southbound	1,600	504	0.32	A	301	0.19	A
	south of South Hoag Drive							
	northbound/eastbound	1,600	374	0.23	A	538	0.34	A
	southbound/westbound	1,600	459	0.29	A	277	0.17	A
	west of West Hoag Drive							
	eastbound	1,600	377	0.24	A	398	0.25	A
	westbound	1,600	383	0.24	A	350	0.22	A
	east of Child Care Center							
	eastbound	1,600	384	0.24	A	266	0.17	A
	westbound	1,600	336	0.21	A	444	0.28	A
West Hoag Drive	south of Hospital Road							
	northbound	1,600	19	0.01	A	25	0.02	A
	southbound	1,600	22	0.01	A	16	0.01	A
	north of Hoag Drive							
	northbound	1,600	72	0.05	A	53	0.03	A
	southbound	1,600	132	0.08	A	187	0.12	A

Notes:
= exceeds City's Level of Service criteria

In addition, the 2000 HCM Signalized Intersection Operations methodology was used to determine the vehicle queues at Hoag Drive/Hospital Road and Hoag Drive/Pacific Coast Highway. The back of the queue is the number of vehicles queued, which depends on the number of arriving vehicles and vehicles that do not clear the intersection during a given green phase (overflow). The average queue is calculated based on uniform arrival patterns, signal progression for a given lane group, random arrivals, and overflow queues that can occur even when demand is below capacity, as described in the HCM (Appendix G of Chapter 16). The average vehicle queues at Hoag Drive/Hospital Road and Hoag Drive/Pacific Coast Highway are presented in Tables E and F, respectively.

Table E: Existing Plus Hoag Hospital Master Plan Vehicle Queues At Hoag Drive/Hospital Road

Turn Lane	Pocket Length (ft)	Average Vehicle Queue	
		AM Peak Hour (ft)	PM Peak Hour (ft)
Northbound left	50	44	44
Northbound through	50	44	44
Northbound right	50	154	242
Westbound left	200	176	66

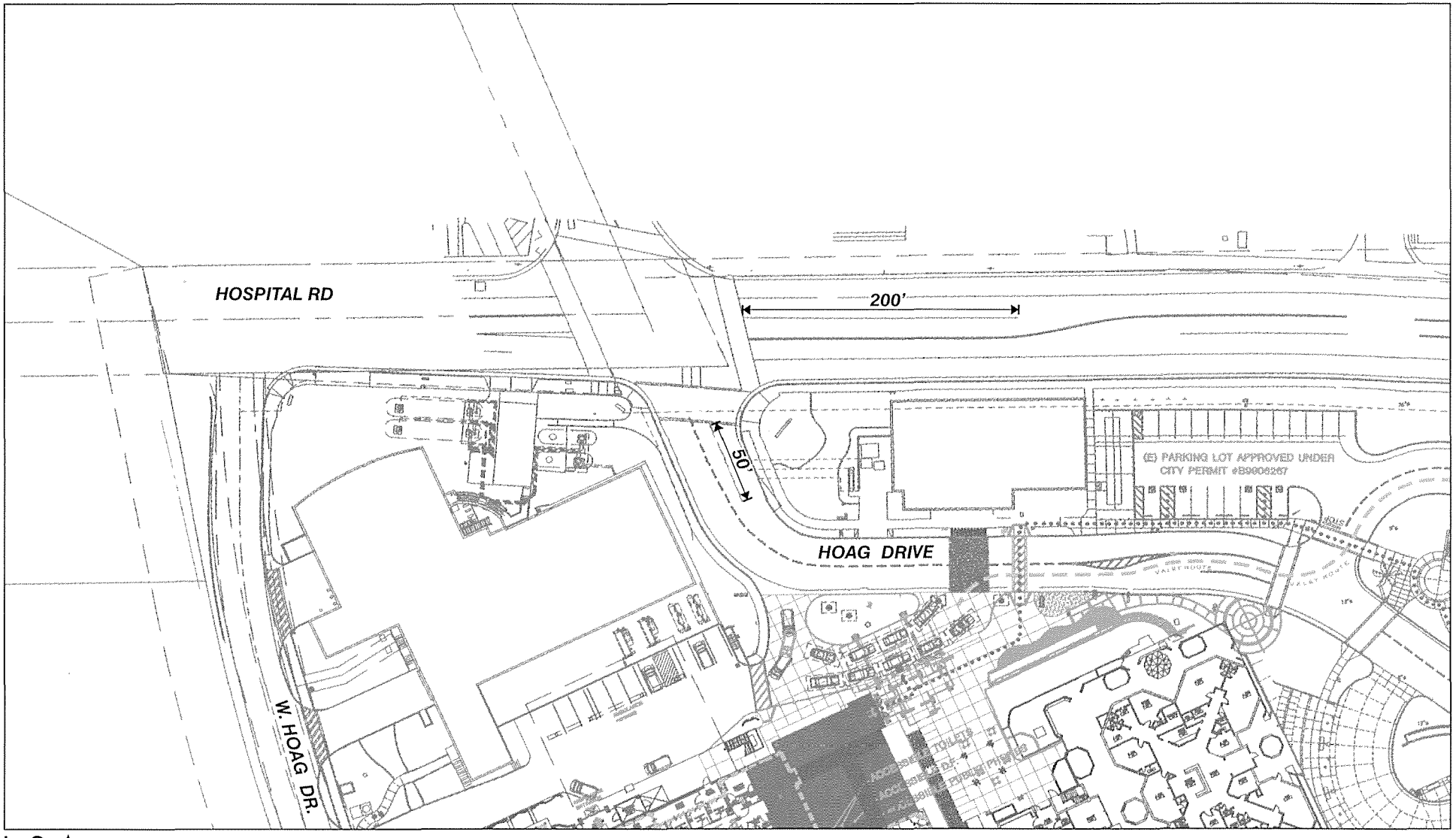
ft = feet

Table F: Existing plus Hoag Hospital Master Plan Vehicle Queues at Hoag Drive/Pacific Coast Highway

Turn Lane	Pocket Length (ft)	Average Vehicle Queue	
		AM Peak Hour (ft)	PM Peak Hour (ft)
Southbound left	125	44	66
Southbound through	125	0	0
Southbound right	100	22	22
Eastbound left	265	22	44

ft = feet

Figure 8 illustrates the Upper Campus entrance at Hoag Drive/Hospital Road. As shown in this figure and in Table E, the existing turn pocket lengths are sufficient to accommodate the forecast inbound vehicle queues during both peak hours. Although the forecast northbound right-turn vehicle queue exceeds the length of the turn lane, vehicle stacking would only occur on site. Access and circulation would not be affected, as vehicles entering the site via Hospital Road may access the emergency vehicle/drop-off driveway unobstructed. Queuing is not a concern on the public street, as the westbound left-turn queue at Hoag Drive/Hospital Road is not expected to exceed the length of the turn lane. Therefore, the westbound left-turn queue would not impede the through movement along Hospital Road. Because Hoag Drive/Hospital Road is forecast to operate at LOS C or better during the peak hours, there are adequate residual capacities at the intersection to ensure that adequate green time is provided for all the queued vehicles making a westbound left turn to clear during each cycle.



LSA

FIGURE 8

N

0 40 80
FEET

Hoag Hospital

Hoag Drive/Hospital Road

I:\ANM0601\G\Hoag Dr&Hospital Rd.cdr (9/11/07)

Figure 9 illustrates the Lower Campus entrance at Hoag Drive/Pacific Coast Highway. As shown in this figure and in Table F, the existing turn pocket lengths are sufficient to accommodate the inbound and outbound vehicle queues during both peak hours. No on-site or off-site improvements are required at this location.

POTENTIAL CIRCULATION REVIEW GUIDELINES

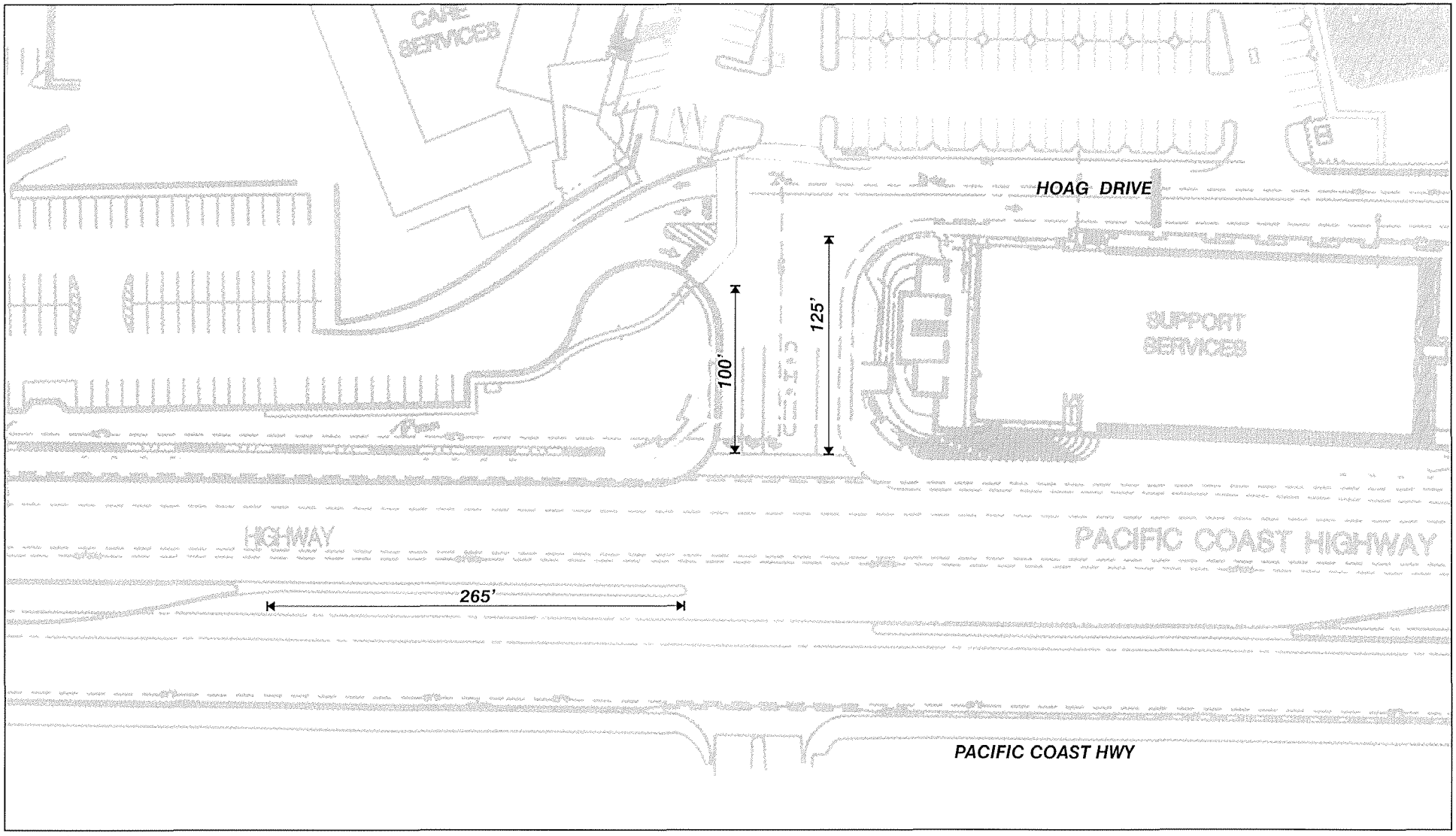
Because the proposed project is the transfer of square footage from the Lower Campus to the Upper Campus and not discrete building elements or locations, a detailed site analysis cannot be provided for the internal roadways at this time. The traffic study that was prepared for the EIR identifies and mitigates circulation impacts to roadways and intersections external to the project site. This study concludes that on-site traffic will not be significantly adversely impacted by build out of the Master Plan inclusive of the proposed project. To confirm that discrete elements of the Master Plan do not create significant adverse impacts internal to the site, the following design criteria are proposed for use in evaluating applications for individual building projects. These criteria provide guidance on the minimum distance between on-site driveways, the minimum left-turn volume requiring a turn pocket, and a method for evaluating queuing at on-site parking garage entrances.

Distance between Driveways

When considering individual building projects and future access onto internal roadways, the distance between driveways should be considered. On public roadways, closely spaced driveways can introduce friction into the traffic stream and create conflict areas along the roadway, thereby increasing the potential for collisions. On roadways internal to the Hoag Hospital campus, vehicle speeds are lower and delays due to turning movements are more expected and tolerated than on the public street. However, it is still necessary to maintain some minimum separation of driveways to decrease the potential for collisions and maintain efficient traffic flow throughout the site.

Many of the standards for minimum driveway spacing that are provided in resources such as the Access Management Manual[1] or ITE's Transportation and Land Development[2] are developed to provide minimum stopping sight distance or maintain vehicular speeds along an arterial. Because the lower speeds on campus would not require significant sight distance and drivers would not expect unimpeded progression, the primary function of minimum intersection spacing on the Hoag Hospital campus should be to minimize conflict points along the internal roadways. Conflict points are created when a vehicle slows to turn into a driveway or when a vehicle turns out of a driveway. Drivers traveling along Hoag Drive can identify and avoid one conflict point; however, if multiple conflict points are located in close proximity to one another, the risk of collisions is increased.

1 *Access Management Manual*, Transportation Research Board of the National Academies. 2003.
2 *Transportation and Land Development*, Stover V. and Koepke F., Institute of Transportation Engineers (ITE). 1988.



LSA

FIGURE 9

N

0 40 80
FEET

Hoag Hospital
Hoag Drive/Pacific Coast Highway

I:\ANM0601\G\Hoag Dr&PCH.cdr (9/11/07)

The Access Management Manual provides minimum driveway spacing to reduce the collision potential due to overlapping right-turn maneuvers. An overlapping right-turn maneuver would be created when closely spaced driveways create the need for the driver on the main street to monitor two driveways at once for exiting vehicles. To reduce the potential for overlapping right-turn maneuvers, the Access Management Manual recommends a minimum driveway spacing of 185 feet (ft) on a roadway with a speed of 30 miles per hour (mph).[1] The 185-foot driveway spacing should be considered a guide when evaluating future on-site development proposals and conditions such as the location of other driveways, traffic volumes on Hoag Drive, and speed limits.

Left-Turn Lanes

Left turns into and out of on-site driveways have the potential to create delays and queuing on the project site. When traffic volumes are low, left turns can be made with relative ease and minimal delay. However, as the site is developed, on-site traffic volumes will increase, and the number of gaps in traffic that allow left turns may be reduced. The HCM states that "the presence of exclusive left-turn lanes is determined by the volume of left-turn traffic, opposing volumes, and safety considerations." Provision of a single, exclusive left-turn lane is recommended when the turn volume exceeds 100 vehicles per hour.

When evaluating individual building projects and determining whether a left-turn lane will be necessary for future on-site driveways, the HCM criteria of 100 left-turn vehicles should be considered. In some cases, the 100-vehicle criteria will be exceeded; however, a left-turn lane may still not be required. The opposing traffic volume should be considered, and an HCM analysis of the potential queuing at the intersection should be prepared before determining the need for a left-turn lane on site.

Queuing at Parking Garage Entrances

As shown in Figure 4, most vehicles on the Hoag Hospital site are intended to use one of the several parking garages. At some parking garage entrances, vehicles must enter through a gated entry. During peak times, such as during a shift change, delays may occur at the parking structure gates and cause vehicles to queue onto Hoag Drive. As individual building projects are considered, determining the potential for queuing at proposed parking structure entrance gates should involve preparation of a gate-stacking analysis that is consistent with the methodology set forth in *Entrance-Exit Design and Control for Major Parking Facilities*.[2] This methodology predicts queues based on the peak-hour demand, the type of access control and service rate, and the number of lanes at the entrance. A copy of the report is provided in Appendix B. Gated entrances at all new on-site parking structures should be evaluated using the methodology provided in the Crommelin report.

---

1 *Access Management Manual,* Table 9-7.

2 *Entrance-Exit Design and Control for Major Parking Facilities,* Robert W. Crommelin, P.E., October 5, 1972.

CONCLUSIONS

Based on the analysis of the forecast traffic volumes, the access intersections and internal driveways will operate at satisfactory LOS with build out of the Hoag Hospital Master Plan. The vehicle queues can be accommodated on site without blocking the driveways along Hoag Drive. The through movements along Hospital Road and Pacific Coast Highway are expected to be unimpeded by the forecast left-turn queues by vehicles entering Hoag Hospital. Therefore, implementation of the Hoag Hospital Master Plan will not significantly impact the operation of the access intersections and circulation on site. The project could be accommodated along the planned roadways without any modifications on site.

APPENDIX A

HCM SHEETS

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

Intersection #2 Hoag Dr/Hospital Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.1
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Hoag Dr						Hospital Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1	0	1! 0 0	1	0	1 1 0	1	0	1 1 0
Volume Module: AM Peak Hour												
Base Vol:	0	0	0	341	0	36	69	295	0	0	165	395
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	341	0	36	69	295	0	0	165	395
Added Vol:	51	108	300	0	138	0	0	0	65	385	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	108	300	341	138	36	69	295	65	385	165	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	108	300	341	138	36	69	295	65	385	165	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	108	300	341	138	36	69	295	65	385	165	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	51	108	300	341	138	36	69	295	65	385	165	395
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.96	0.96	0.96	0.37	0.92	0.92	0.49	0.85	0.85
Lanes:	0.32	0.68	1.00	1.50	0.40	0.10	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	600	1270	1615	2722	729	190	699	2878	634	933	1614	1614
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.19	0.13	0.19	0.19	0.10	0.10	0.10	0.41	0.10	0.24
Crit Moves:			****			****				****		
Green/Cycle:	0.22	0.22	0.22	0.23	0.23	0.23	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.38	0.38	0.83	0.55	0.83	0.83	0.20	0.21	0.21	0.83	0.21	0.49
Uniform Del:	29.7	29.7	33.4	30.8	33.2	33.2	12.7	12.8	12.8	19.6	12.8	15.2
IncremntDel:	0.6	0.6	15.3	0.7	9.5	9.5	0.3	0.1	0.1	12.3	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.3	30.3	48.7	31.5	42.7	42.7	13.0	12.9	12.9	31.9	12.8	15.5
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:	30.3	30.3	48.7	31.5	42.7	42.7	13.0	12.9	12.9	31.9	12.8	15.5
LOS by Move:	C	C	D	C	D	D	B	B	B	C	B	B
HCM2kAvgQ:	4	4	11	6	12	12	1	3	3	12	3	8

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

Intersection #2 Hoag Dr/Hospital Rd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: 96 Level Of Service: C

Street Name:	Hoag Dr						Hospital Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1	0	1! 0	0	1	0 1	1	0 1	1 0
Volume Module: PM Peak Hour												
Base Vol:	0	0	0	435	0	108	142	298	0	0	252	521
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	435	0	108	142	298	0	0	252	521
Added Vol:	79	165	456	0	75	0	0	0	35	209	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	165	456	435	75	108	142	298	35	209	252	521
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	165	456	435	75	108	142	298	35	209	252	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	165	456	435	75	108	142	298	35	209	252	521
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	165	456	435	75	108	142	298	35	209	252	521
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.94	0.94	0.94	0.21	0.93	0.93	0.48	0.85	0.85
Lanes:	0.32	0.68	1.00	1.54	0.19	0.27	1.00	1.79	0.21	1.00	1.00	1.00
Final Sat.:	605	1264	1615	2759	335	482	397	3179	373	914	1623	1623
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.28	0.16	0.22	0.22	0.36	0.09	0.09	0.23	0.16	0.32
Crit Moves:			****			****	****					
Green/Cycle:	0.31	0.31	0.31	0.24	0.24	0.24	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.42	0.42	0.91	0.64	0.91	0.91	0.91	0.24	0.24	0.59	0.40	0.82
Uniform Del:	24.7	24.7	30.0	30.5	33.1	33.1	26.0	18.4	18.4	21.6	19.8	24.6
IncremntDel:	0.5	0.5	21.5	1.5	17.1	17.1	47.8	0.1	0.1	2.5	0.1	5.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.2	25.2	51.4	32.0	50.2	50.2	73.8	18.5	18.5	24.1	19.9	30.4
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:	25.2	25.2	51.4	32.0	50.2	50.2	73.8	18.5	18.5	24.1	19.9	30.4
LOS by Move:	C	C	D	C	D	D	E	B	B	C	B	C
HCM2kAvgQ:	6	6	16	8	15	15	7	3	3	5	5	16

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

Intersection #3 Hoag Dr/PCH

Cycle (sec):	120	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	5 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.5
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Hoag Dr						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	1 0	1!	0 1	1 0	2	1 0	1 0	3	1 0
Volume Module: AM Peak Hour												
Base Vol:	4	0	7	5	0	2	2	2189	14	13	765	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	7	5	0	2	2	2189	14	13	765	5
Added Vol:	0	0	0	223	0	77	98	0	0	0	0	285
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	7	228	0	79	100	2189	14	13	765	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	7	228	0	79	100	2189	14	13	765	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	7	228	0	79	100	2189	14	13	765	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	0	7	228	0	79	100	2189	14	13	765	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	0.90	0.93	1.00	0.93	0.95	0.91	0.91	0.95	0.87	0.87
Lanes:	0.36	0.00	0.64	1.74	0.00	1.26	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	620	0	1085	3067	0	2213	1805	5149	33	1805	4974	1658
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.07	0.00	0.04	0.06	0.43	0.43	0.01	0.15	0.17
Crit Moves:	****			****				****		****		
Green/Cycle:	0.01	0.00	0.01	0.14	0.00	0.14	0.19	0.79	0.79	0.01	0.61	0.61
Volume/Cap:	0.54	0.00	0.54	0.54	0.00	0.26	0.29	0.54	0.54	0.54	0.25	0.29
Uniform Del:	58.9	0.0	58.9	48.1	0.0	46.1	41.2	4.4	4.4	58.8	10.6	10.9
IncremntDel:	25.0	0.0	25.0	1.0	0.0	0.1	0.5	0.1	0.1	21.4	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.9	0.0	83.9	49.1	0.0	46.3	41.7	4.6	4.6	80.3	10.6	10.9
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:	83.9	0.0	83.9	49.1	0.0	46.3	41.7	4.6	4.6	80.3	10.6	10.9
LOS by Move:	F	A	F	D	A	D	D	A	A	F	B	B
HCM2kAvgQ:	1	0	1	5	0	2	3	11	11	1	5	5

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

Intersection #3 Hoag Dr/PCH

Cycle (sec): 120 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 5 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 27 Level Of Service: B

Street Name:	Hoag Dr						PCH					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1! 0	1	1 0	2	1 0	1 0	3	1 0
Volume Module: PM Peak Hour												
Base Vol:	3	0	12	5	0	2	2	1075	12	59	2301	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	12	5	0	2	2	1075	12	59	2301	5
Added Vol:	0	0	0	347	0	118	53	0	0	0	0	154
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	12	352	0	120	55	1075	12	59	2301	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:	3	0	12	352	0	120	55	1075	12	59	2301	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	12	352	0	120	55	1075	12	59	2301	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	0	12	352	0	120	55	1075	12	59	2301	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.88	0.93	1.00	0.93	0.95	0.91	0.91	0.95	0.90	0.90
Lanes:	0.20	0.00	0.80	1.75	0.00	1.25	1.00	2.97	0.03	1.00	3.74	0.26
Final Sat.:	336	0	1342	3076	0	2210	1805	5119	57	1805	6404	443
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.11	0.00	0.05	0.03	0.21	0.21	0.03	0.36	0.36
Crit Moves:	****			****			****				****	
Green/Cycle:	0.02	0.00	0.02	0.21	0.00	0.21	0.06	0.63	0.63	0.10	0.67	0.67
Volume/Cap:	0.54	0.00	0.54	0.54	0.00	0.25	0.54	0.33	0.33	0.33	0.54	0.54
Uniform Del:	58.5	0.0	58.5	41.9	0.0	39.2	55.0	10.4	10.4	50.5	10.1	10.1
IncremntDel:	18.8	0.0	18.8	0.6	0.0	0.1	5.4	0.1	0.1	1.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.3	0.0	77.3	42.5	0.0	39.3	60.5	10.5	10.5	51.6	10.3	10.3
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:	77.3	0.0	77.3	42.5	0.0	39.3	60.5	10.5	10.5	51.6	10.3	10.3
LOS by Move:	E	A	E	D	A	D	E	B	B	D	B	B
HCM2kAvgQ:	1	0	1	7	0	3	3	7	7	2	13	13

APPENDIX B

ENTRANCE-EXIT DESIGN AND CONTROL FOR MAJOR PARKING FACILITIES

ENTRANCE-EXIT DESIGN AND CONTROL FOR MAJOR PARKING FACILITIES

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It hasn't been too many years since a 500-space garage was thought of as a large parking facility. In recent years, garages with over 4,000 spaces have been placed in operation and larger ones are on the drawing boards. Success in the operation of these major parking facilities is dependent upon proper design of access to the facility, in addition to efficient management. Provision of adequate access design and control is a significant item which must be considered as part of the first design concept. The traffic engineer, teamed with the owner's representatives, the architect, and the future parking operator, must work together to develop a proper access and control plan. I have recently read a statement by a nationwide garage design consultant that reservoir space for entrances to garages is no longer an important consideration because of the capacity of ticket dispensers with gates. This is completely untrue as will be brought out later. Thinking of this type can lead to ineffective design which causes backup onto public streets with the accompanying potential hazards and congestion.

This paper covers three principal areas of concern: (1) determination of the number of entrance and exit lanes required based upon the parking control strategy and type of parker served; (2) data to allow comparison of the capacities of the various types of control strategies to allow selection of the one appropriate for each facility, and; (3) determination of needed reservoir space based upon the control strategy selected.

Typical capacity values for the various methods of parking control are included in this paper. A word of caution is necessary since there is much variation in capacity values due to physical conditions present as well as the familiarity of the parker with the parking facility itself. Each major facility requires detailed analysis of its needs and generalized factors are not always adequate.

Design Methodology

In order to provide adequate access design and control for major parking facilities, it is necessary to identify the probable characteristics of the future users of the facility. In this paper it is assumed that the size of the garage has been determined based upon a comprehensive parking study (general public facilities), or the amount necessary to serve a given land use (single purpose facility).

The first step is to determine directional peak hour volumes as related to the total size of the parking garage. Based upon the principal land use served, tables are included in this paper which allow the designer to prepare an estimate of peak hour volumes. In general, our research has found that it is adequate to assume for design purposes that the morning inbound peak flows are approximately equal to the evening outbound peak flows. After determining the peak volumes, a control strategy must be selected which would be appropriate for the intended operation of the garage. Selection of whether it would be best to allow parkers to enter without charge and pay as they leave or to pay a flat fee on the way in and have no control upon exiting will have a significant impact upon traffic capacity. Whether to use no fee, a flat fee, a variable fee, or a combination of fees must be determined as well as whether it is possible to receive the payment in advance, or to collect individual payment of the fee. All of these alternatives should be considered for each individual parking facility in order to determine its proper control strategy.

When the peak hour volumes and control strategy have been determined, it is then possible to determine the number of lanes

which will be required to adequately serve inbound and outbound traffic to the parking facility. This requires knowledge of typical service rates of various methods of parking control. The next step is to determine the amount of reservoir space required to serve the parking control location. Following all of these steps will lead to an efficient, well-working garage which will have minimum impact upon the surrounding street system.

Determination of Peak-Hour Volumes

Comprehensive parking studies have provided much information concerning the characteristics of the users of major parking facilities. In general, it may be stated that the traffic characteristics of a garage will be principally related to the trip purpose of the user and the type of land use served by the facility. Both of these items relate to the length of time the parker is in the facility and the time of day during which major traffic flows occur.

Table 1 was prepared which compares the trip purpose of the parker with the length of time which he parks as observed in the Los Angeles Central Business District. Employees are considered long-term parkers since 80 percent parked three hours or longer; at the peak time of the day, 84 percent of the daily employee parkers were present; and, their average parking duration was 5.6 hours. A garage, which serves employees primarily, would tend to have higher peak hour volumes than would one which serves the other

Table 1
TRIP PURPOSE VS LENGTH OF TIME PARKED

TRIP PURPOSE	PERCENT OF DAILY PARKERS WITH DURATION SHOWN		RATIO OF PEAK ACCUMULATION TO TOTAL DAILY PARKERS	AVERAGE DURATION
	SHORT-TERM (less than 3 hrs.) (percent)	LONG-TERM (3 hrs. or longer) (percent)		(hours)
Work	20%	80%	0.84	5.6
Shopping	85	15	0.26	1.6
Commercial Business	86	14	0.25	1.5
Social-Recreation	91	9	0.24	1.2
Personal Business	94	6	0.21	1.0
Eat Meal	97	3	0.22	0.9

Source: Los Angeles CBD Parking Study, 1967

uses shown in the table. As an example, 35 percent of the shoppers had a parking duration of less than three hours with an average duration of 1.6 hours. More importantly, only 26 percent of the total daily parkers with a shopping trip purpose were present at the time of peak accumulation. This indicates that the peak hour inbound or outbound volume will be less for a garage serving principally shopper parkers than for a similar sized facility serving only employees.

In order to relate the type of land use served with peak hour volumes, the term entering-leaving ratio has been used. This term represents the volume of cars entering or leaving during a peak hour divided by the maximum accumulation of cars in the parking facility (taken as the size of the facility). If the inbound morning or outbound evening peak hour is equal to half the number of spaces in the garage, the entering-leaving ratio is 0.50. Using data obtained by special counts taken by personnel of my firm, as well as information reported in various parking studies, Table 2 was prepared which shows the range of values of the entering-leaving ratio for various land uses served. It may be seen in the table that the range of values for an individual parking facility may vary considerably. This variation may be explained by the typical length of time parked as well as the variation in the times when employees must start work or are let out of work.

Table 2
LAND USE SERVED VS ENTERING-LEAVING RATIO

PRINCIPAL LAND USE SERVED	ENTERING-LEAVING[a] RATIO (Range of Values)
Hotel-Motel	0.25-0.35
College-University	0.40-0.60
Retail Commercial	0.45-0.65
Public Office Building	0.45-0.65
Private Offices-Multiple Tenant	0.45-0.60
Private Offices-Single Tenant	0.55-0.75
Hospital	0.60-0.70
Medical Offices	0.70-0.85
Airport (public parking)	0.70-0.85
Manufacturing Plant	0.70-0.90
Restaurant (sit-down)	0.80-0.95
Branch Bank	0.90-1.20

[a] Volume of cars entering and leaving in peak hour divided by maximum accumulation of cars (capacity of facility)

Source: Special counts by RC and A; various parking studies by others

In locations where there is some staggering of employment hours, the entering-leaving ratio tends to be lower. The characteristics of the potential users of the parking facility must be studied in detail to arrive at the proper entering ratio.

Once the entering-leaving ratio has been selected, it is possible to determine the actual peak hour design volumes to be used in determining the parking control strategy and the design of access lanes.

Parking Control Strategy Selection

Selection of the proper type of parking control strategy is exceedingly important in the successful operation of a major parking facility. The strategy involves the method of parking control, the charge which will be placed upon the user, and the type of payment to be collected from the user. Table 3 shows the application of various control strategies as related to the type of parking facility used as well as to the type of parking control equipment. For shopper and business parkers, it is normal to allow free entry with payment of a variable fee on an individual basis as they exit the garage. In the case of employees, it is more normal to allow them to enter freely and have a prepaid monthly charge which could be checked through the use of parking permits, coded cards, tokens, or other means as they exit. Parkers at sports events exhibit high peak volumes but have a length of time parked which can be estimated.

Table 3
APPLICATION OF VARIOUS CONTROL STRATEGIES

	CONTROL STRATEGY APPLICABILITY					
	CONTROL METHOD		TYPE CHARGE		TYPE PAYMENT	
ITEM	Free-In Pay-Out	Pay-In Free-Out	Flat Fee	Variable Fee	Pre-paid	Individual Payment
Preferred Method To Serve:						
Employee	X	X	X		X	
Office Bldg. Visitor	X			X		X
Sports Event		X	X			X
Shopper	X			X		X
Student	X		X		X	
Air Traveler	X			X		X
Control Type						
Ticket Spitter	X			X		X
Cashier/Attendant	X	X	X	X	X	X
Time Stamp Ticket Manually	X			X		X
Coded Card	X	X	X		X	
Coin-Operated Gate	X		X			X
Token-Operated Gate	X	X	X	X	X	
Parking Meter	-	-	X	X		X

For this type of condition, it is much more appropriate to collect a flat fee inbound and to have no control outbound. This latter type of control was the one which we recommended for use at the Los Angeles Convention Center.

Parking Control Operating Characteristics

Table 4 indicates our findings concerning the service rates for various types of parking controls. We have taken the design service rate as being equal to 80 percent of the maximum service rate. There is considerable variation in service rates and careful study must be given to the probable characteristics of the users of the parking facility as well as the experience of the personnel operating the facility.

For the control measures normally used in entering a facility, the average headways vary from 3.6 seconds per vehicle for a clear aisle with no control to 20.4 seconds per vehicle for a coin-operated gate. In terms of design hourly capacities, the rates would be 800 per hour per lane for clear aisles and only 140 per hour per lane for coin-operated gates. The most common type of control used at major parking facilities is the ticket dispenser with a gate. Research in England identified the fact that there is a significant difference in the capacity of this equipment depending upon whether the parker has an easy direct approach or if a sharp turn is required to approach the equipment. This is obvious since a straight approach allows a parker to position himself in a reasonable location to pull the ticket to open the gate. Thus, the design of the approach to a ticket dispenser can cause the hourly capacities to vary between 305 and 520 vehicles per hour.

Internally, the circulation pattern can affect the capacity of the inbound approach. It is very important to have a minimum of interference within the parking facility so that once a driver leaves the entrance parking control, he can do so without delaying the next inbound parker immediately behind him. This can be accomplished by avoiding situations where outbound parkers queued up from the exit control block parkers entering the facility.

Table 4

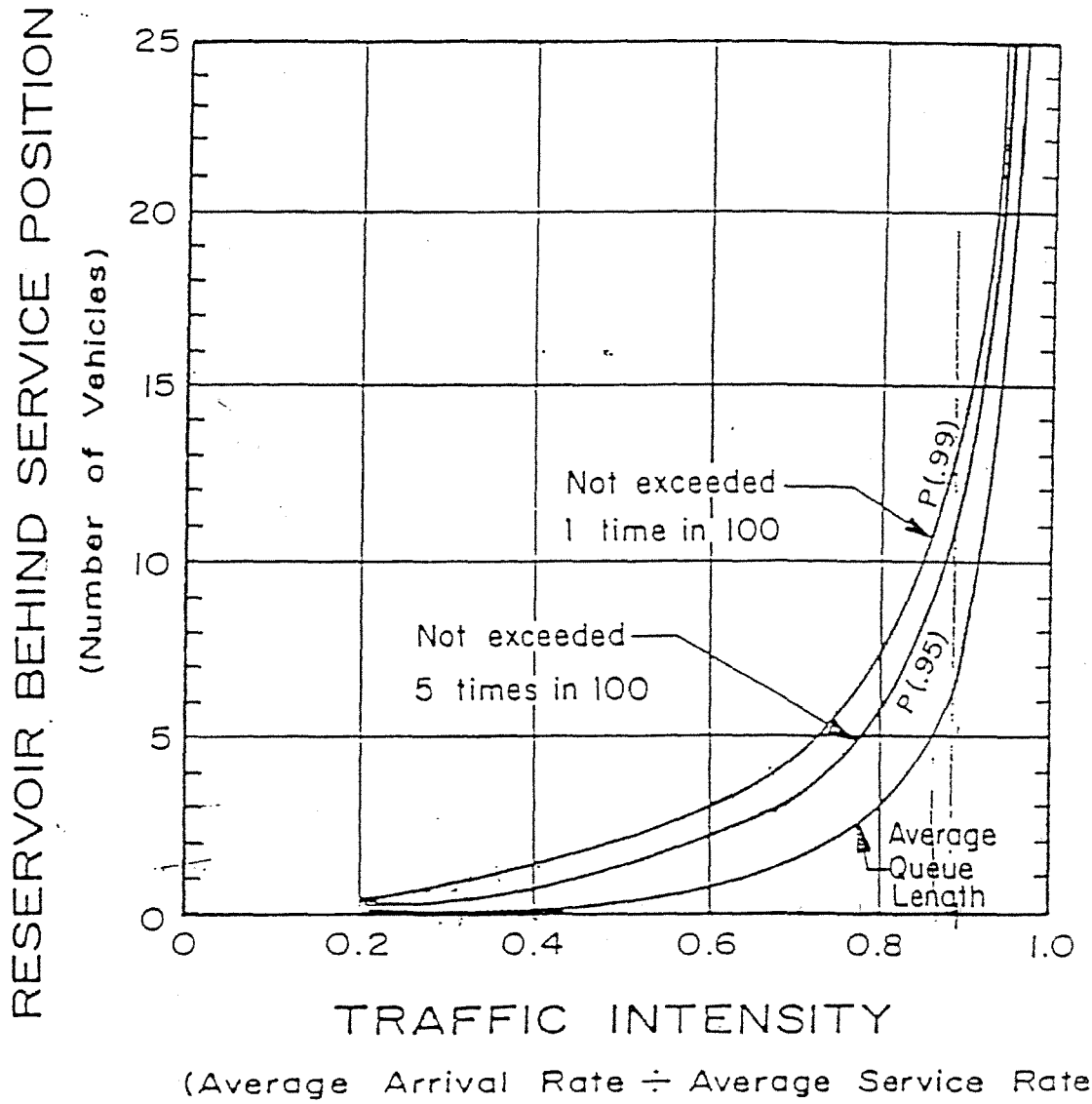
PARKING CONTROL SERVICE RATE

TYPE OF CONTROL	TYPICAL SERVICE RATES PER LANE[a] AVERAGE HEADWAY (Sec/Veh)	HOURLY CAPACITY Design[b] (Veh/Hr)	HOURLY CAPACITY Maximum (Veh/Hr)
Entering:			
Clear aisle, no control	3.6	800	1,000
Ticket dispenser, no gate	5.0	575	720
Time Stamp and hand to driver	8.5	340	425
Coded-card operated gate	8.9	340	425
Cashier, flat fee, no gate			
No information given	9.2	310	390
Direction-info needed	14.8	195	250
Ticket dispenser w/gate			
Sharp turn @ approach	9.5	305	380
Easy direct approach	5.5	520	650
Coin operated gate	20.4	140	175
Internal:			
Clear aisle or ramp, no parking	2.0	1,200	1,800
Straight ramp w/bend @ end	2.2	1,000	1,610
Circular ramp, 30'R @ C/L	2.2	840	1,650
Aisle with adjacent 9 x 18' stalls			
Inbound	3.5	830	1,040
Outbound	8.6	335	420
Exiting:			
Light street congestion	7.2	400	500
Moderate street congestion	9.0	320	400
Coded card/token-operated gate	9.0	320	400
Cashier, flat fee w/gate	13.4	215	270
Cashier, variable fee w/gate	19.5	150	185
Coin operated gate	20.4	140	175

(a) Assumes no significant interference by pedestrians, other traffic, etc.

(b) Taken as 80% of maximum rate; require 6 car lengths reservoir in advance of control points.

RESERVOIR NEEDS VS TRAFFIC INTENSITY



×22' (autos)

×35' (service)

Assumptions:

1. Arrivals follow a Poisson Distribution
2. Service rate can be represented by an exponential probability function.
3. Flow is equally divided between each lane if more than one is available.

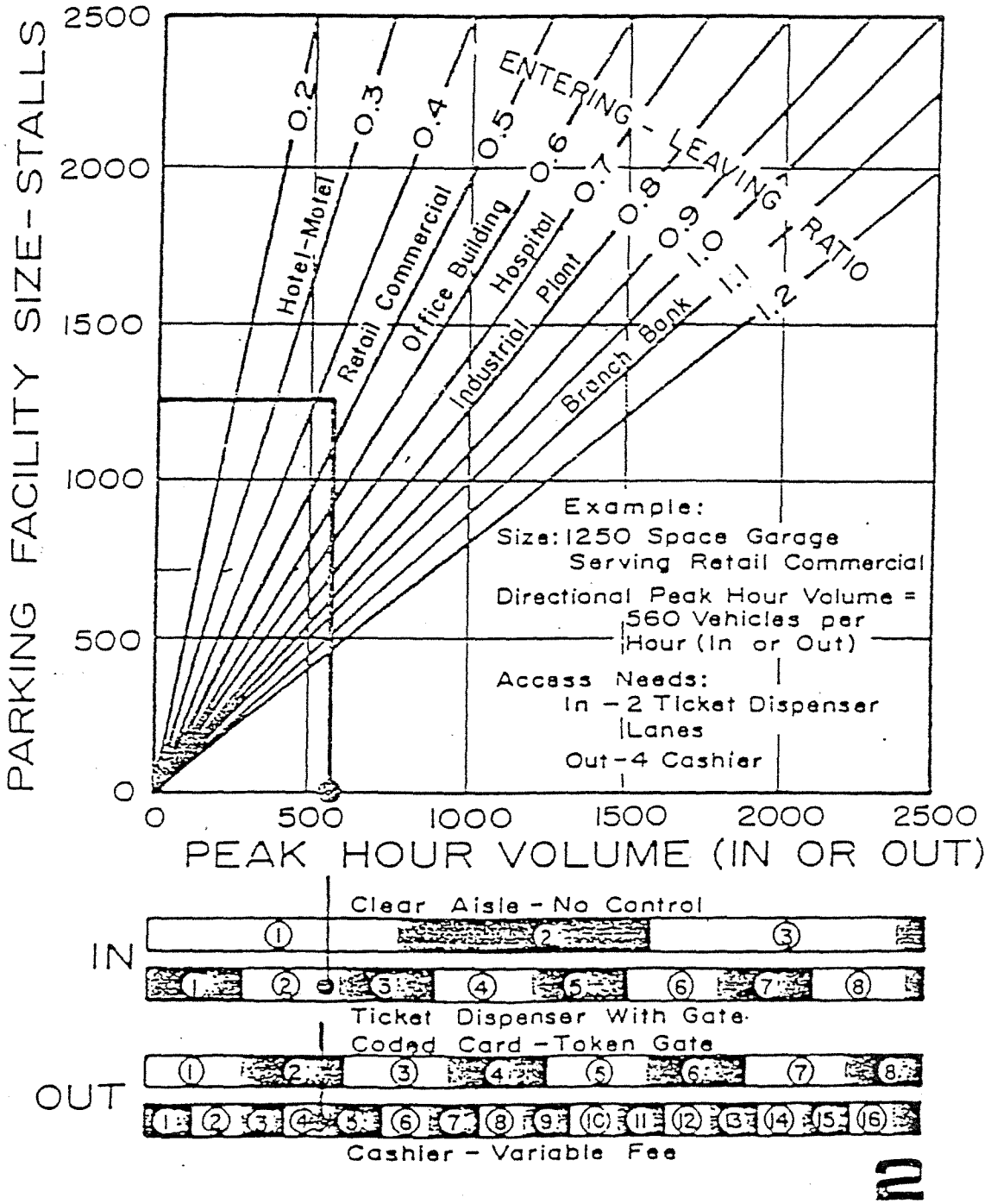
Note: To obtain reservoir length, use 22 feet per vehicle.

The capacity of exits from a major parking facility are dependent upon adequate space approaching the exit control location as well as adequate reservoir between that location and the driveway to the public street. Analysis must be conducted on both of these reservoir needs and sufficient lanes as well as sufficient reservoir length provided to allow proper operation The emphasis of this paper will be upon the capacity of the exiting parking control itself. The most common type of operation involves use of a cashier collecting a variable fee from a parker based upon length of time parked. This type of control has a capacity of approximately 150 vehicles per hour. Another approach might be to have the parker pay his fee to the cashier before entering his car and then utilize a token operated gate as a means of exit control. This control strategy would have over twice the capacity of a cashier lane itself and could have application where there is insufficient space to provide an adequate number of cashier lanes.

Reservoir Needs

If you have ever watched cars approaching any type of parking control, you know that they do not come at an even rate. Even though there may be nearby traffic signals which may cause the approaching parkers to arrive in groups or platoons, ramdom arrival is the normal approach characteristic assumed. Research has shown that ramdom arrivals or events in a traffic stream tend to follow the Poisson mathematical distribution. This distribution provides a means that. if the average rate is known, the probability of exceeding a given volume in a unit of time may be calculated. Thus, if you know the average volume, you may calculate the surges in volume to allow design of reservoir space. As an example, if the average number of cars in a five-minute interval is 10, use of Poisson statistical techniques will yield the fact that no more than 13 cars will arrive in a five-minute interval within a probability that this amount will be exceeded only one time in a 100 five-minute intervals. Use of these calculation techniques allow the determination of the amount of reservoir required to serve a given type of parking control.

PARKING FACILITY SIZE VS ACCESS NEEDS



The relationship between the arrival of vehicles and the ability of the parking control equipment or strategy to handle these vehicles are the most important items in determining reservoir space. If the average number of arrivals per unit of time is called "v" and "s" is the average rate of service (discharge) per unit of time, the ratio of v/s is used to determine the amount of reservoir space. This ratio is called traffic intensity ("i"). The average length of the queue ($\bar{q}$) behind the vehicle being serviced is equal to $\bar{q} = \frac{i^2}{(1-i)}$. This formula assumes that the arrival of vehicles at the service point follows a random distribution, the servicing time for vehicles can be represented by an exponential probability function, and that the flow is equally divided among service facilities if there is more than one lane serving a given area of the garage.

Knowing the average queue length and selecting a probability value which represents the frequency that the design length will be exceeded, will allow the designer to determine the amount of reservoir required behind the service position. These formulas and probabilities were utilized to prepare Figure 1 which compares traffic intensity with required reservoir for common probabilities used in design. The mathematics are such that, as the average volume approaches the average service rate, the amount of backup will be infinite. In addition, the probability that the amount of reservoir space for a given volume will <u>never</u> be exceeded also is infinite. In actuality, these conditions do not occur but the general relationships hold true based upon our field observations.

As may be noted in the figure, an insignificant amount of reservoir is required when the average arrival rate is 50 percent or less of the average service rate of the parking control device. At this level, only a two-car reservoir would be required. As the ratio of traffic intensity increases above 0.7, the amount of reservoir space increases rapidly. We have selected a traffic intensity of 0.8 as appropriate for design and a probability that the determined reservoir would be exceeded only five times in 100. Thus, if the average service rate for a given type of parking

control is known and sufficient lanes are provided so that the average arrival rate during the peak hour is 0.3 times the average service rate, a reservoir of six car lengths behind each service position would be adequate to meet the needs of the facility. If this is physically impossible, a traffic intensity of 0.6 should be used to determine the number of lanes requiring only a two-car reservoir.

Summary

Having determined the peak hour volumes, the parking control strategy, the number of lanes, and the reservoir length to adequately serve the peak-hour volumes, the physical design of the facilities then may be made. As noted previously, having an inadequate capacity to serve the traffic volumes approaching the control means can have a very drastic effect upon the backup which will occur. This backup creates adverse operating characteristics in and around the facility and also causes the length of time that a parker is involved in entering or leaving a garage to grow significantly. Thus, the design features of the facility can have an impact on the attitudes of the users and indirectly affect the success or failure of the parking facility in attracting customers or users.

To provide a means of easily determining the number of lanes necessary for various types of parking garages, Figure 2 was prepared which allows the designer to directly translate the size of the garage and the type of land use served into the number of necessary access lanes for the parking control strategy assumed. The example shows that a 1,250-space garage serving a retail commercial facility will normally have a directional peak hour volume of 560 vehicles per hour. If inbound ticket dispensers with gates are used, two lanes will be adequate to serve this garage. If cashiers collect variable fees, a total of four exit cashier lanes will be required. Normally these four lanes will not be provided all in the same location and, of course, it would be necessary to operate all four only during peak hours.

In the case of an office building rather than a retail facility, it would be possible to use coded card exit gates for monthly parkers. This would significantly reduce the required number of exit lanes since transient visitors are a much lower percentage of the peak hour volumes for an office building than they are in a garage serving a retail facility. The reduction in construction and operating cost would be significant.

A warning is necessary concerning the use of Figure 2 since it was based upon very generalized information. Each individual major parking facility must be considered on its own and its access needs determined in light of the characteristics of the probable users of the facility itself. In order to have satisfied customers and users of a major parking facility, thorough investigation and determination of access needs must be accomplished.