Appendix J Traffic Impact Analysis

Appendices

This page intentionally left blank.

TRAFFIC IMPACT ANALYSIS

NEWPORT CROSSINGS

NEWPORT BEACH, ORANGE COUNTY, CALIFORNIA

This Traffic Impact Analysis has been prepared under the supervision of Les Card, P.E.

Signed _____

LSA

July 2018

TRAFFIC IMPACT ANALYSIS

NEWPORT CROSSINGS

NEWPORT BEACH, ORANGE COUNTY, CALIFORNIA

Submitted to:

City of Newport Beach
100 Civic Center Drive
Newport Beach, California 92660

Prepared by:

LSA
20 Executive Park, Suite 200
Irvine, California 92614-4731
(949) 553-0666

Project No. CNB1702.01

July 2018

TABLE OF CONTENTS

INTRODUCTION **1**
ANALYSIS METHODOLOGY **4**
Study Area 4
Intersection Level of Service Methodologies 5
Roadway Segment Level of Service Methodology 6
PROPOSED PROJECT **6**
Project Description 6
Project Trip Generation, Distribution, and Assignment 7
EXISTING CONDITIONS **12**
Existing Baseline Intersection Level of Service 13
Existing Plus Project Intersection Level of Service 13
Existing Baseline and Plus Project Roadway Segment Level of Service 13
Active Transportation 18
FUTURE YEAR 2022 CONDITIONS **20**
Future Year 2022 Baseline Intersection Level of Service 20
Future Year 2022 Plus Project Intersection Level of Service 24
Future Year 2022 Baseline and Plus Project Roadway Segment Level of Service 24
ACCESS AND ON-SITE CIRCULATION **24**
CONGESTION MANAGEMENT PROGRAM CONSISTENCY REQUIREMENTS **29**
CONCLUSIONS **29**

APPENDICES

A: Existing Traffic Volumes
B: ICU Worksheets
C: HCM Worksheets
D: Approved and Cumulative Projects Information
E: OCTA Bus System Maps

FIGURES AND TABLES

FIGURES

Figure 1: Project Vicinity 2
Figure 2: Conceptual Site Plan 3
Figure 3A: Project Trip Distribution and Assignment 10
Figure 3B: Full Project Trip Assignment (Project Access) 11
Figure 4: Existing Intersection Geometrics 14
Figure 5: Existing Peak-Hour Volumes 15
Figure 6: Existing Plus Project Peak-Hour Volumes 17
Figure 7: Newport Beach Cumulative and Approved Projects Locations 22
Figure 8: Irvine Approved and Cumulative Projects Locations 23
Figure 9: Future Year 2022 Peak-Hour Volumes 25
Figure 10: Future Year 2022 Plus Project Peak-Hour Volumes 27

TABLES

Table A: Project Trip Generation (TPO Level) 8
Table B: Project Trip Generation (CEQA Level) 9
Table C: Existing Intersection Level of Service Summary 16
Table D: Existing Roadway Segment Level of Service Summary 19
Table E: Future Year 2022 Intersection Level of Service Summary 26
Table F: Future Year 2022 Roadway Segment Level of Service Summary 28

LIST OF ABBREVIATIONS AND ACRONYMS

ADT	average daily trips
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMA	Congestion Management Agency
CMP	Congestion Management Program
HCM	Highway Capacity Manual
I-405	Interstate 405
IBC	Irvine Business Complex
ICU	Intersection Capacity Utilization
iShuttle	Irvine Shuttle
ITE	Institute of Transportation Engineers
LOS	level of service
mph	miles per hour
NDS	National Data and Surveying Services
OCTA	Orange County Transportation Authority
project	Newport Crossings project
sf	square foot/feet
SR-55	State Route 55
TIA	Traffic Impact Analysis
TPO	Traffic Phasing Ordinance
v/c	volume to capacity
vph	vehicles per hour

TRAFFIC IMPACT ANALYSIS
NEWPORT CROSSINGS

INTRODUCTION

The purpose of this Traffic Impact Analysis (TIA) is to identify the potential traffic and circulation impacts associated with the proposed Newport Crossings project (project) in Newport Beach. The project proposes to convert an existing retail center into a mixed-use development including residential, retail, and restaurant uses.

The project site is located north of Dove Street, south of Corinthian Way, east of Scott Drive, and west of Martingale Way. The project includes demolition of the existing commercial buildings on site and construction of 350 residential units, 5,500 square feet (sf) of retail use, 2,000 sf of restaurant use, and a 0.50-acre public neighborhood park.

Access to the project site will be provided along Scott Drive and Martingale Way.

A project vicinity map is presented on Figure 1. Figure 2 illustrates the conceptual site plan.

This TIA addresses two general issues associated with the development of the proposed project:

1. Increases in traffic volumes at nearby primary study area intersections and roadway segments
2. Adequacy of the proposed access locations and on-site circulation

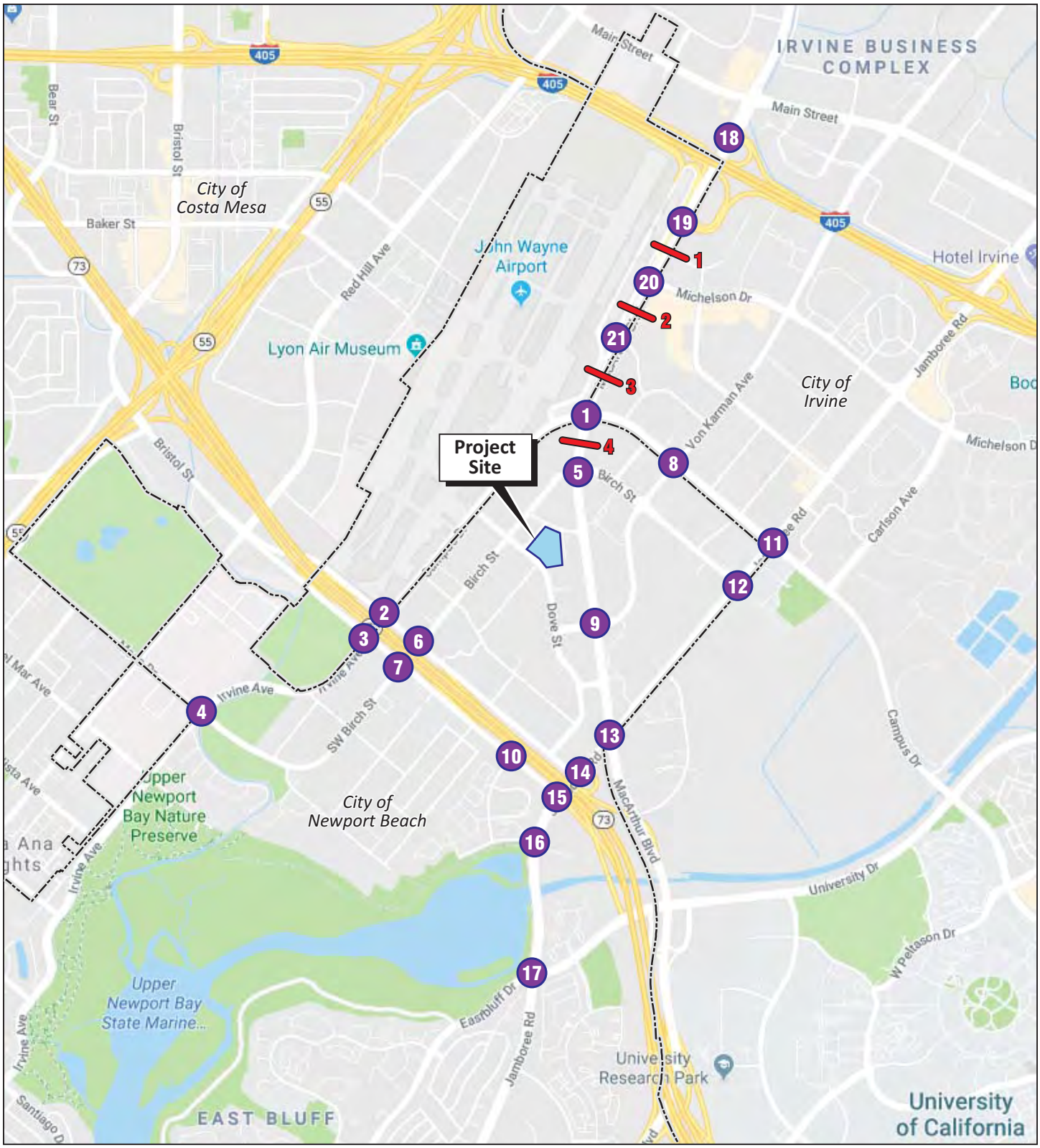
In accordance with the Traffic Phasing Ordinance (TPO), the proposed project will result in a net reduction of daily trips at the TPO level; therefore a detailed TPO level analysis is not required. The trip generation based on TPO guidance is presented later in this report. Under the California Environmental Quality Act (CEQA) cumulative level analysis, the proposed project will result in a net increase of daily trips. The CEQA analysis provided in this TIA examines the following four scenarios:

1. Existing
2. Existing Plus Project
3. Future Year 2022 Without Project
4. Future Year 2022 Plus Project

The following analysis periods have been evaluated:

1. Weekday a.m. peak hour (between 7:00 a.m. and 9:00 a.m.) for study area intersections
2. Weekday p.m. peak hour (between 4:30 p.m. and 6:30 p.m.)[1] for study area intersections
3. Daily (24 hours) for study area roadway segments

[1] Weekday p.m. peak hour is between 4:00 p.m. and 6:00 p.m. for intersections located in Irvine.



LSA

LEGEND

- Project Site
- # - Study Area Intersection
- Study Area Roadway Segment
- City Boundary

0 1100 2200

FEET

SOURCE: Google Maps

I:\CNB1702\G\Project Vicinity.cdr (6/18/2018)

FIGURE 1

Newport Crossings

Project Vicinity

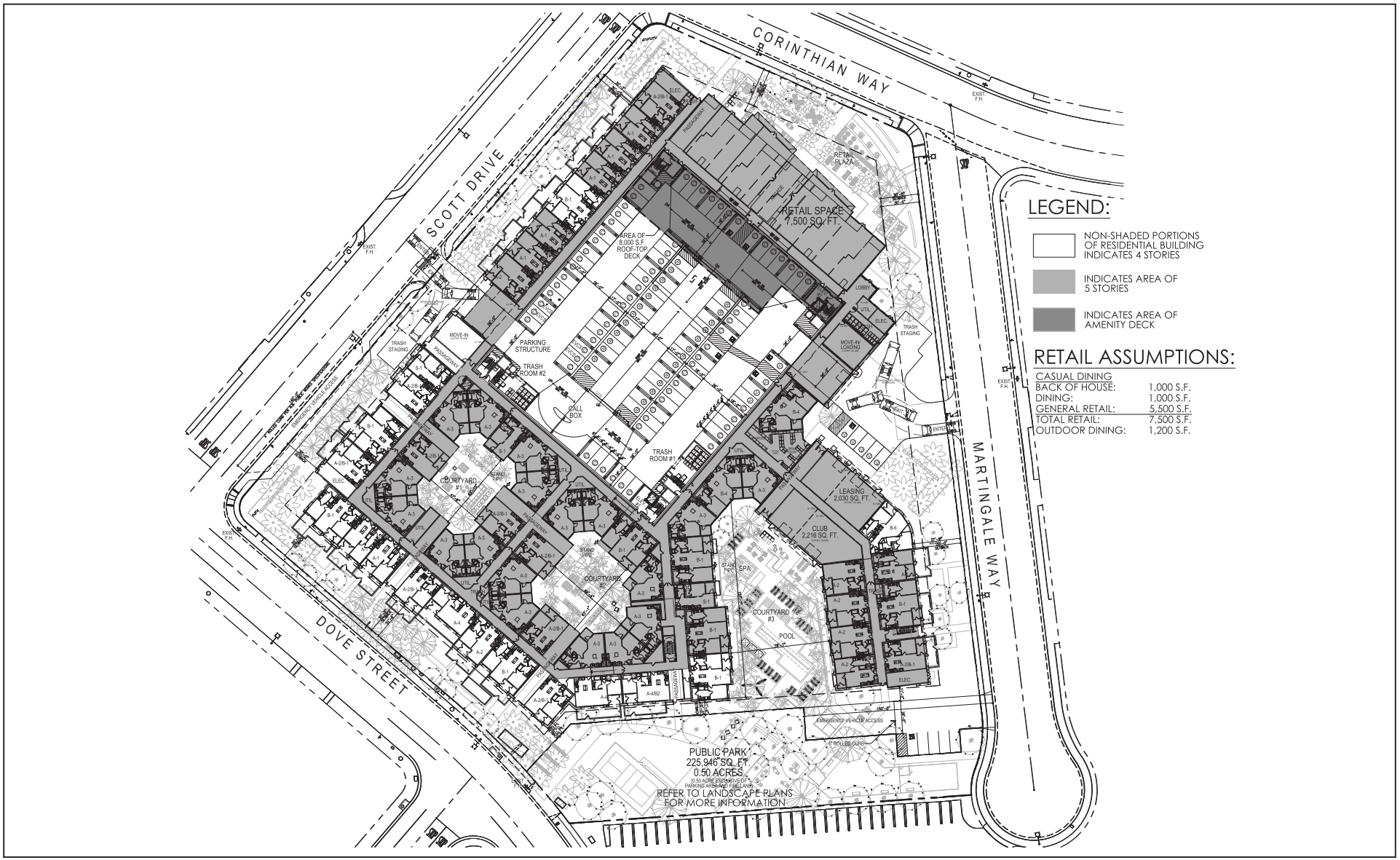


FIGURE 2

LSA

N

0 55 110
FEET

SOURCE: Architects Orange

Newport Crossings
Conceptual Site Plan

ANALYSIS METHODOLOGY

This TIA is prepared consistent with the requirements of the City of Newport Beach TPO, the Orange County Congestion Management Program (CMP), and applicable provisions of the CEQA, including disclosure of project impacts in both existing and cumulative horizon years.

Study Area

Study area locations were selected in consultation with the City of Newport Beach and the City of Irvine. The following 21 intersections (12 intersections in Newport Beach, 5 intersections in both Newport Beach and Irvine, and 4 intersections in Irvine) and 4 roadway segments were included in the study area (1 roadway in Newport Beach and 3 roadways in Irvine), as shown on Figure 1:

Intersections

1. MacArthur Boulevard/Campus Drive[1,2]
2. Campus Drive/Bristol Street North[2]
3. Campus Drive–Irvine Avenue/Bristol Street South
4. Irvine Avenue/Mesa Drive
5. MacArthur Boulevard/Birch Street
6. Birch Street/Bristol Street North[2]
7. Birch Street/Bristol Street South
8. Von Karman Avenue/Campus Drive[1,2]
9. MacArthur Boulevard/Von Karman Avenue[2]
10. Bayview Place/Bristol Street South
11. Jamboree Road/Campus Drive[1,2]
12. Jamboree Road/Birch Street[1,2]
13. MacArthur Boulevard/Jamboree Road[1,2]
14. Jamboree Road/Bristol Street North[2]
15. Jamboree Road/Bristol Street South
16. Jamboree Road/Bayview Way
17. Jamboree Road/Eastbluff Drive–University Drive
18. MacArthur Boulevard/Interstate 405 (I-405) northbound ramps[3]
19. MacArthur Boulevard/I-405 southbound ramps[3]
20. MacArthur Boulevard/Michelson Drive[3]
21. MacArthur Boulevard/Douglas[3]

Roadway Segments

1. MacArthur Boulevard between I-405 southbound ramps and Michelson Drive[3]
2. MacArthur Boulevard between Michelson Drive and Douglas[3]
3. MacArthur Boulevard between Douglas and Campus Drive[3]
4. MacArthur Boulevard between Campus Drive and Birch Street[2]

---

1 Intersection located in both Newport Beach and Irvine.
2 Intersection or roadway located in the airport (John Wayne Airport) area of Newport Beach
3 Intersection or roadway located in Irvine (Irvine Business Complex).

Intersection Level of Service Methodologies

The Intersection Capacity Utilization (ICU) methodology for signalized intersections compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU.

The resulting ICU is expressed in terms of level of service (LOS), where LOS A represents free-flow activity and LOS F represents overcapacity operation. The *Traffix* (Version 8.0) computer software was used to determine the LOS based on traffic volume and intersection geometry. The relationship between LOS and the ICU value (i.e., v/c ratio) is as follows.

Level of Service	Volume-to-Capacity (ICU Methodology)
A	≤0.60
B	>0.60 and ≤0.70
C	>0.70 and ≤0.80
D	>0.80 and ≤0.90
E	>0.90 and ≤1.00
F	>1.00

ICU = Intersection Capacity Utilization

City of Newport Beach

For Newport Beach intersections, the ICU calculations assume a lane capacity of 1,600 vehicles per hour (vph) and no clearance interval (or loss time). The City of Newport Beach considers LOS D as the lowest limit of satisfactory operations. However, per the City of Newport Beach General Plan, LOS E is acceptable at airport (John Wayne Airport) area intersections shared with the City of Irvine and Campus Drive/Bristol Street North. If an intersection operates at an unsatisfactory LOS in the baseline condition, a significant impact occurs when the project-generated traffic increases the ICU by 0.01 or more. Mitigation back to pre-project conditions is required for any intersection where project traffic causes the intersection to deteriorate from satisfactory LOS to unsatisfactory LOS.

City of Irvine

For Irvine intersections, the ICU calculations assume a lane capacity of 1,700 vph and a clearance interval (or loss time) of 0.05. The City of Irvine has established LOS E as a satisfactory LOS in the Irvine Business Complex (IBC). A significant impact occurs when the project causes a study area intersection to exceed satisfactory LOS, or the intersection already exceeds satisfactory LOS and the project-generated traffic increases the ICU by 0.02 or more. Project mitigation will be required to reduce the ICU back to 1.00 or baseline, if the baseline is greater than 1.00.

California Department of Transportation

In addition to the ICU methodology of calculating signalized intersection LOS, the *Highway Capacity Manual* (HCM 6th Edition, Transportation Resources Board 2016) methodology was used to determine the LOS of signalized intersections at freeway interchanges (i.e., MacArthur Boulevard/ I-405 northbound ramps and MacArthur Boulevard/I-405 southbound ramps), as required by the California Department of Transportation (Caltrans). The HCM signalized intersection methodology is based on delay (in seconds per vehicle), as opposed to capacity, as the measure of effectiveness.

The resulting delay is expressed in terms of LOS, much like the ICU methodology. The following table illustrates the relationship of delay to LOS.

Level of Service	Signalized Intersection Delay (seconds)
A	≤10.0
B	>10.0 and ≤20.0
C	>20.0 and ≤35.0
D	>35.0 and ≤55.0
E	>55.0 and ≤80.0
F	>80.0

Source: *Highway Capacity Manual* (Transportation Research Board 2016).

Caltrans coordinates with the jurisdictional agency on the appropriate target LOS, but aims to maintain LOS C at all State highway facilities. The City of Irvine has determined LOS E to be acceptable at these intersections. All HCM analysis for this study has been developed using Synchro (Version 10.1) software.

Roadway Segment Level of Service Methodology

The roadway segment analysis is included at the request of the City of Irvine. Roadway segment v/c ratios were determined using City of Irvine daily traffic volumes and capacities. Facility types were taken from the City of Irvine General Plan and the countywide Master Plan of Arterial Highways. MacArthur Boulevard between I-405 and Birch Street is an eight-lane Major Highway with a daily capacity of 72,000 vehicles. The following table illustrates the relationship of roadway Average Daily Trips to LOS for an eight-lane Major Highway.

Level of Service	Volume-to-Capacity	Roadway ADT
A	≤0.60	≤43,200
B	>0.60 and ≤0.70	>43,201 and ≤50,400
C	>0.70 and ≤0.80	>50,401 and ≤57,600
D	>0.80 and ≤0.90	>57,601 and ≤64,800
E	>0.90 and ≤1.00	>64,801 and ≤72,000
F	>1.00	>72,001

ADT = average daily traffic

Using the City of Irvine's adopted methodologies, LOS E is acceptable. A significant impact occurs if the project-generated traffic causes a roadway segment to exceed acceptable LOS or when the roadway segment in question exceeds the acceptable LOS E and the impact of the development is greater than or equal to 0.02.

PROPOSED PROJECT

Project Description

The project includes the demolition of the existing commercial buildings on site and development of 350 residential units, 5,500 sf of retail use, and 2,000 sf of restaurant use. In addition, the project includes a 0.50-acre public neighborhood park serving local residents that also provides emergency access for the development.

The project will construct one full-access driveway on Scott Drive and one full-access driveway on Martingale Way for the proposed residential, retail, and restaurant uses. A third driveway will be located on Martingale Way for a five-space parking lot serving the neighborhood park.

Project Trip Generation, Distribution, and Assignment

Daily and peak-hour trips for the approved land use, existing land use, and the proposed project were generated using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* 10th Edition (2017). Vehicle trips for the approved land uses were subtracted from the project's trip generation to identify the potential new trips generated by the site, as shown in Table A. Vehicle trips associated with the currently occupied land uses were subtracted from the project's trip generation to determine the net new trips generated by the existing site, as shown in Table B. In addition, a retail adjustment factor (10 percent reduction) was used to represent internal capture between the proposed residential and specialty retail uses as directed by City of Newport Beach staff.

As shown in Table A, the project would generate 1,033 fewer average daily trips (ADT), 27 additional a.m. peak-hour trips, and 126 fewer p.m. peak-hour trips than the previously approved land uses. The previously approved land uses were based on permit records and could be reoccupied without discretionary approvals. Per the TPO, a TPO Level Analysis is required for projects generating more than 300 daily trips. Because the project would result in a net reduction of ADT from the approved uses (per TPO methodology), a detailed TPO TIA is not required.

However, as shown in Table B, the project is anticipated to generate 1,077 additional ADT, 123 additional a.m. peak-hour trips, and 75 additional p.m. peak-hour trips when compared to the existing occupied uses. The existing uses were determined from a site survey and were occupied at the time of project application. Because the project would result in a net increase of more than 300 daily trips (per CEQA trip generation methodology), a TIA is required to address CEQA requirements.

The net project trips were distributed to the surrounding roadways based on the location of the project in relation to local and regional transportation facilities. The project trip distribution was reviewed and approved by City of Newport Beach staff. The trip distribution percentages were multiplied by the project trip generation to arrive at the project-generated trip assignment at each study area location. The project trip distribution and net project trip assignment are illustrated on Figure 3A. Figure 3B depicts the full trip assignment at the project driveways and key intersections surrounding the project site. This figure does not show project trips at the park driveway on Martingale Way since nominal trips are expected to occur during the weekday peak hours.

Table A: Project Trip Generation (TPO Level)

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
Shopping Center	–	TSF	37.75	0.58	0.36	0.94	1.83	1.98	3.81
Quality Restaurant[2]	–	TSF	83.84	0.58	0.15	0.73	5.23	2.57	7.80
High-Turnover (Sit-Down) Restaurant	–	TSF	112.18	5.47	4.47	9.94	6.06	3.71	9.77
Medical/Dental Office	–	TSF	34.80	2.17	0.61	2.78	0.97	2.49	3.46
Multifamily Housing (Mid-Rise)	–	DU	5.44	0.09	0.27	0.36	0.27	0.17	0.44
Specialty Retail[3]	–	TSF	40.00	0.72	0.48	1.20	1.80	1.80	3.60
Previously Approved Land Uses Trip Generation									
Shopping Center	31.730	TSF	1,198	18	12	30	58	63	121
Quality Restaurant	14.032	TSF	1,176	8	2	10	73	36	109
High-Turnover (Sit-Down) Restaurant	7.096	TSF	796	39	32	71	43	26	69
Medical/Dental Office	5.419	TSF	189	12	3	15	5	14	19
Total			**3,359**	**77**	**49**	**126**	**179**	**139**	**318**
Project Trip Generation									
High-Turnover (Sit-Down) Restaurant	2.000	TSF	224	11	9	20	12	8	20
Multifamily Housing (Mid-Rise)	350	DU	1,904	31	95	126	95	59	154
Specialty Retail	5.500	TSF	220	4	3	7	10	10	20
Retail Adjustment Factor[4]	-10%		-22	0	0	0	-1	-1	-2
Total			**2,326**	**46**	**107**	**153**	**116**	**76**	**192**
Net Trip Generation (Project—Approved Uses)			**-1,033**	**-31**	**58**	**27**	**-63**	**-63**	**-126**

[1] Trip rates from the Institute of Transportation Engineers *Trip Generation* Manual, 10th Edition (2017).
[2] AM peak hour split from AM peak hour of the generator.
[3] Trip rates from the San Diego Association of Governments (SANDAG) *(Not So) Brief Guide of Vehicular Traffic Generation Rates* (2002).
[4] Retail adjustment factor (10 percent reduction) for internal capture between residential and retail uses as directed by City of Newport Beach staff.

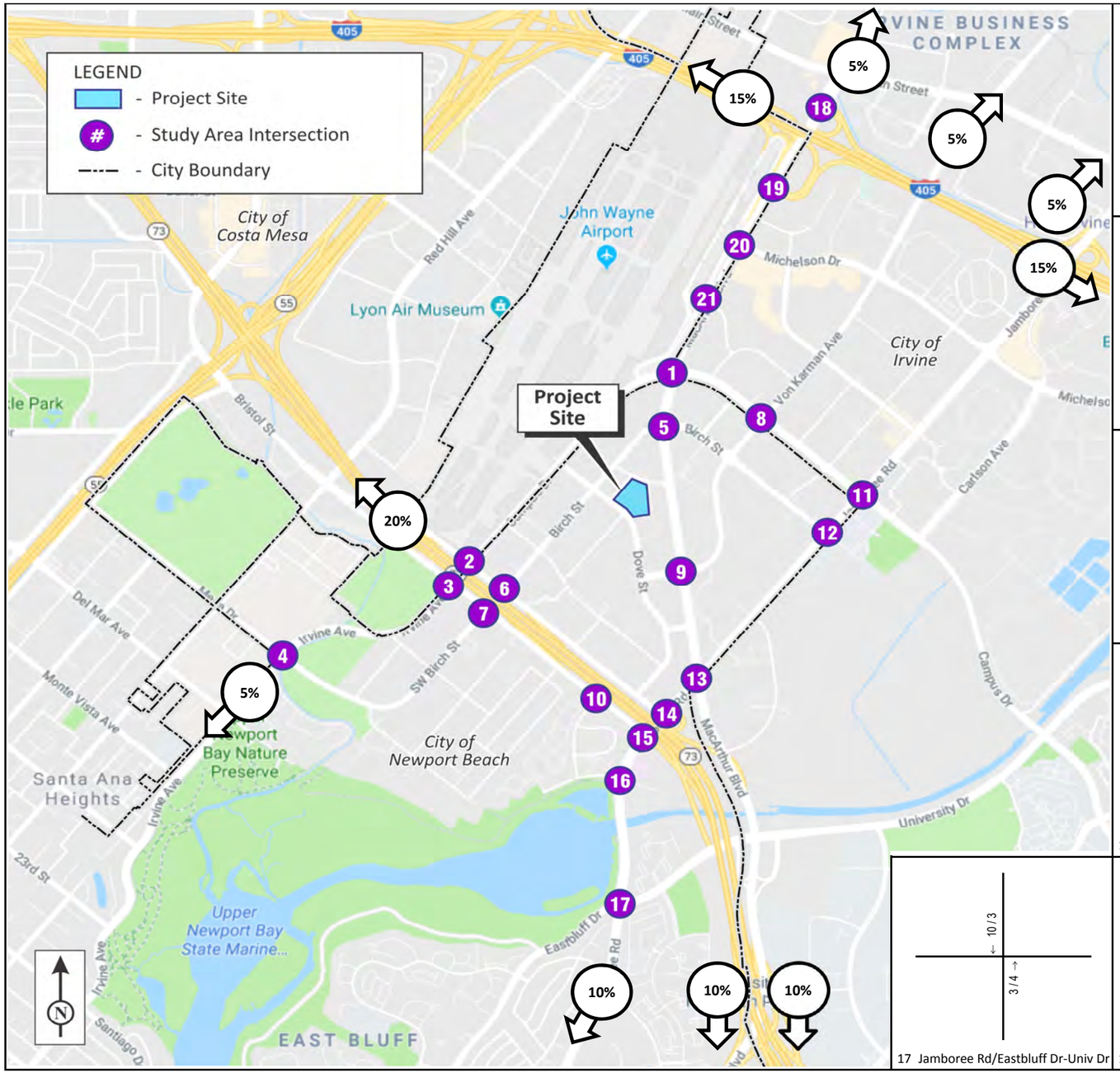
ADT = average daily trips
DU = dwelling units
TPO = Traffic Phasing Ordinance
TSF = thousand square feet

Table B: Project Trip Generation (CEQA Level)

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
Shopping Center		TSF	37.75	0.58	0.36	0.94	1.83	1.98	3.81
Quality Restaurant[2]		TSF	83.84	0.58	0.15	0.73	5.23	2.57	7.80
High-Turnover (Sit-Down) Restaurant		TSF	112.18	5.47	4.47	9.94	6.06	3.71	9.77
Medical/Dental Office		TSF	34.80	2.17	0.61	2.78	0.97	2.49	3.46
Multifamily Housing (Mid-Rise)		DU	5.44	0.09	0.27	0.36	0.27	0.17	0.44
Specialty Retail[3]		TSF	40.00	0.72	0.48	1.20	1.80	1.80	3.60
Existing Trip Generation									
Shopping Center	6.932	TSF	262	4	3	7	13	13	26
Quality Restaurant	9.632	TSF	808	6	1	7	50	25	75
High-Turnover (Sit-Down) Restaurant	1.596	TSF	179	9	7	16	10	6	16
Medical/Dental Office		TSF	0	0	0	0	0	0	0
Total			**1,249**	**19**	**11**	**30**	**73**	**44**	**117**
Project Trip Generation									
High-Turnover (Sit-Down) Restaurant	2.000	TSF	224	11	9	20	12	8	20
Multifamily Housing (Mid-Rise)	350	DU	1,904	31	95	126	95	59	154
Specialty Retail	5.500	TSF	220	4	3	7	10	10	20
Retail Adjustment Factor[4]	-10%		-22	0	0	0	-1	-1	-2
Total			**2,326**	**46**	**107**	**153**	**116**	**76**	**192**
Net Trip Generation (Project—Existing)			**1,077**	**27**	**96**	**123**	**43**	**32**	**75**

[1] Trip rates from the Institute of Transportation Engineers *Trip Generation* Manual, 10th Edition (2017).
[2] AM peak hour split from AM peak hour of the generator.
[3] Trip rates from the San Diego Association of Governments (SANDAG) *(Not So) Brief Guide of Vehicular Traffic Generation Rates* (2002).
[4] Retail adjustment factor (10 percent reduction) for internal capture between residential and retail uses as directed by City of Newport Beach staff.

ADT = average daily trips
CEQA = California Environmental Quality Act
DU = dwelling units
TSF = thousand square feet



1 MacArthur Blvd/Campus Dr
↓ 11 / 14
→ 33 / 12

2 Campus Dr/Bristol St N
↓ 5 / 2
← 19 / 6
→ 6 / 11

3 Campus Dr-Irvine Ave/Bristol St S
↓ 5 / 2
5 / 9 ⤷
→ 1 / 2

4 Irvine Ave/Mesa Dr
↓ 5 / 2
→ 1 / 2

5 MacArthur Blvd/Birch St
↓ 11 / 14
← 2 / 5
33 / 12 ⤷
9 / 3 →

6 Birch St/Bristol St N
⤶ 19 / 6
↓ 10 / 3
⤴ 3 / 4

7 Birch St/Bristol St S
⤶ 10 / 3

8 Von Karman Ave/Campus Dr
← 1 / 3
→ 4 / 1

9 MacArthur Blvd/Von Karman Ave
↓ 20 / 6
→ 6 / 8

10 Bayview Pl/Bristol St S
10 / 3 →

11 Jamboree Rd/Campus Dr
↓ 1 / 2
→ 5 / 2

12 Jamboree Rd/Birch St
⤶ 1 / 2
5 / 2 ⤴

13 MacArthur Blvd/Jamboree Rd
↓ 10 / 3
↓ 10 / 3
⤶ 3 / 4
→ 3 / 4

14 Jamboree Rd/Bristol St N
↓ 10 / 3
→ 3 / 4

15 Jamboree Rd/Bristol St S
10 / 3 →
→ 3 / 4

16 Jamboree Rd/Bayview Wy
↓ 10 / 3
→ 3 / 4

17 Jamboree Rd/Eastbluff Dr-Univ Dr
↓ 10 / 3
→ 3 / 4

18 MacArthur Blvd/I-405 NB ramps
↓ 2 / 2
⤶ 5 / 6
5 / 2 →
14 / 5 ⤵

19 MacArthur Blvd/I-405 SB ramps
↓ 7 / 8
⤶ 4 / 6
19 / 7 →
14 / 5 ⤵

20 MacArthur Blvd/Michelson Dr
↓ 11 / 14
→ 33 / 12

21 MacArthur Blvd/Douglas
↓ 11 / 14
→ 33 / 12

LSA

LEGEND

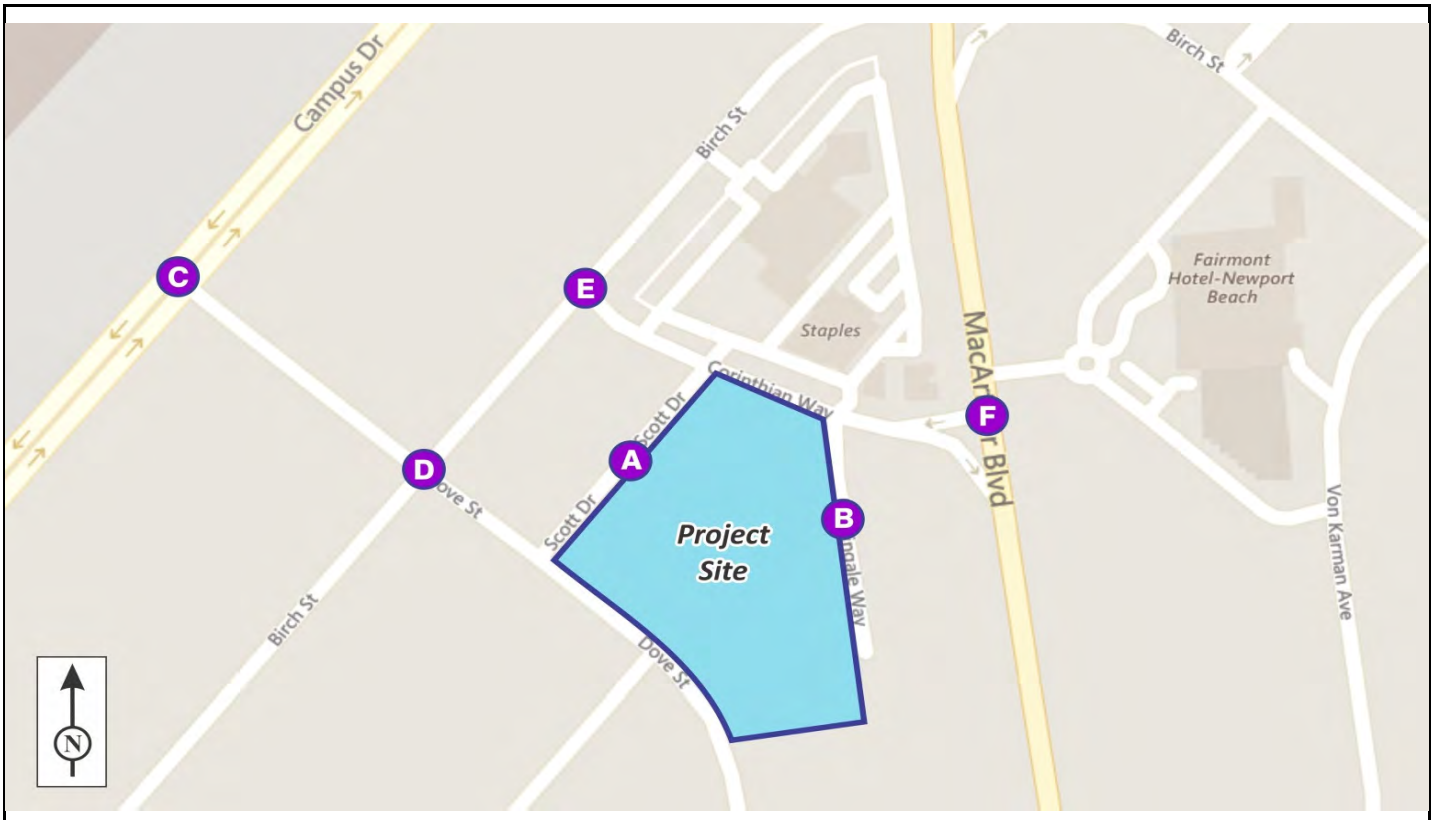
XXX / YYY AM / PM Volume

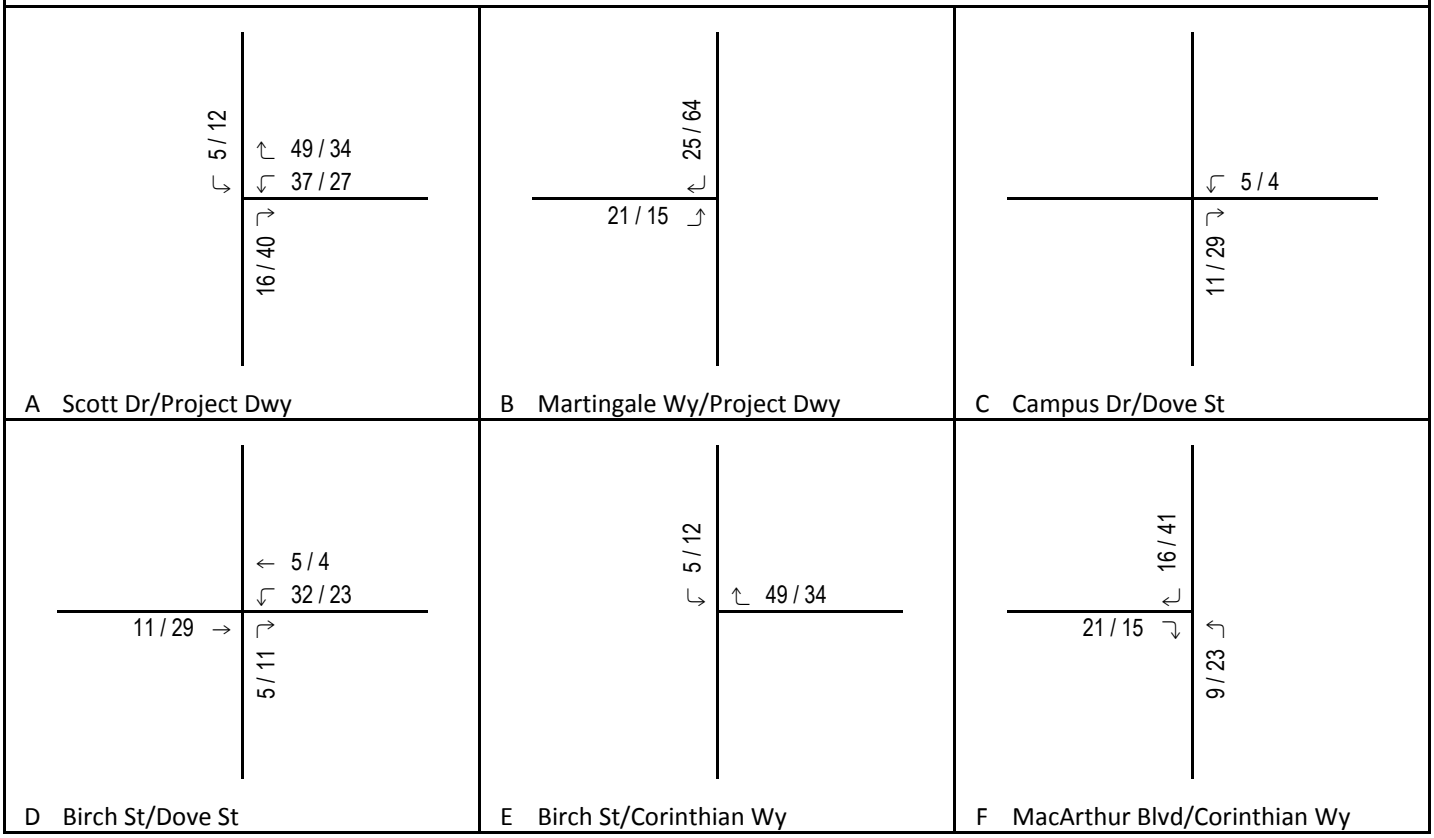
FIGURE 3A

Newport Crossings

Project Trip Distribution and Net Trip Assignment

P:\CNB1702\xls\Figures\Fig-3A-Project Trip Distribution and Net Trip Assignment.xlsx (6/19/2018)





LSA

FIGURE 3B

LEGEND
XXX / YYY AM / PM Volume

Newport Crossings
Full Project Trip Assignment (Project Access)

P:\CNB1702\xls\Figures\Fig-3B-Full Project Trip Assignment.xlsx (6/15/2018)

EXISTING CONDITIONS

The proposed project is surrounded by Dove Street, Scott Drive, and Martingale Way with access to and from regional locations via Birch Street and MacArthur Boulevard. The following provides a description of the existing roadways in the vicinity of the project.

- **MacArthur Boulevard** is a six-lane divided roadway located east of the project site providing a regional connection from Santa Ana/Costa Mesa to Coast Highway in Newport Beach. According to the City of Newport Beach's Master Plan of Streets and Highways, MacArthur Boulevard is classified as a Major Road. In the vicinity of the project, the posted speed limit is 55 miles per hour (mph). Sidewalks are provided on both sides of the roadway. The sidewalk on the east side between Jamboree Road and Campus Drive is designated for bicycle riding. On-street parking is prohibited.
- **Jamboree Road** is a divided roadway located east of the project site providing a regional connection from State Route 261 in Tustin to Coast Highway in Newport Beach. Jamboree Road has varying lanes (six to eight lanes) within the study area. According to the City of Newport Beach's Master Plan of Streets and Highways, Jamboree Road is classified as a Major Road. In the vicinity of the project, the posted speed limit is 55 mph. Sidewalks are provided on both sides of the roadway. Class II bicycles lanes are provided on both sides of the road between Bayview Way and Coast Highway. On-street parking is prohibited.
- **Campus Drive–Irvine Avenue** is a divided roadway located west, north, and east of the project site. It extends from Turtle Rock Drive in Irvine to Cliff Drive in Newport Beach. Within the study area, Campus Drive–Irvine Avenue has four lanes between Jamboree Road and MacArthur Boulevard and six lanes between MacArthur Boulevard and Mesa Drive. According to the City of Newport Beach's Master Plan of Streets and Highways, Campus Drive–Irvine Avenue is classified as a Secondary Road between Jamboree Road and MacArthur Boulevard and is classified as a Major Road between MacArthur Boulevard and Mesa Drive. In the vicinity of the project, the posted speed limit is 45 mph north of Bristol Street South and 50 mph south of Bristol Street South. Sidewalks are provided on both sides of the roadway. Class II bicycles lanes are provided on both sides of the road from MacArthur Boulevard to Cliff Drive. On-street parking is prohibited in the vicinity of the project.
- **Birch Street** is a four-lane roadway divided by a two-way left-turn lane located north of the project site, providing a local connection through Newport Beach between Jamboree Road on the border of Irvine, and Irvine Avenue on the border of Costa Mesa. According to the City of Newport Beach's Master Plan of Streets and Highways, Birch Street is classified as a Secondary Road. In the vicinity of the project, the posted speed limit is 45 mph. Sidewalks are provided on both sides of the roadway. Bicycle facilities are not provided, and on-street parking is permitted. Bus stops for OCTA Route 178 are provided on this roadway in the vicinity of the project.
- **Dove Street** is a four-lane undivided local roadway located directly south of the project site. The posted speed limit is 40 mph. Sidewalks are provided on the north side of the roadway. Bicycle facilities are not provided, and on-street parking is prohibited.
- **Corinthian Way** is a four-lane undivided local roadway located directly north of the project site that provides direct access to the project site. There is no posted speed limit. Sidewalks are

provided on both sides of the roadway. Bicycle facilities are not provided, and on-street parking is prohibited.

- **Scott Drive** is a four-lane undivided local roadway located directly west of the project site that provides direct access to the project site. There is no posted speed limit. Sidewalks are provided on both sides of the roadway. Bicycle facilities are not provided, and on-street parking is prohibited.
- **Martingale Way** is a two-lane undivided local roadway located directly east of the project site that provides direct access to the project site. There is no posted speed limit. Sidewalks are provided on both sides of the roadway. Bicycle facilities are not provided, and on-street parking is permitted.

Existing Baseline Intersection Level of Service

Figure 4 shows the existing intersection geometrics and traffic control devices at the 21 study area intersections. The City of Newport Beach Public Works Department provided existing peak-hour traffic volumes at intersections in Newport Beach. National Data and Surveying Services (NDS) collected peak-hour traffic volumes for three of the four intersections in Irvine on April 25, 2017. Because peak-hour counts were conducted at MacArthur Boulevard/Douglas on February 24, 2016, the MacArthur Boulevard volumes at this intersection were increased by 1 percent to reflect current conditions.

The existing baseline peak-hour traffic volumes at the study area intersections are illustrated on Figure 5 and provided in Appendix A. The ICU and HCM worksheets are contained in Appendices B and C, respectively. The results of the existing peak-hour LOS analysis for the study area intersections are summarized in Table C. As shown in this table, all study area intersections currently operate at satisfactory LOS based on the ICU and HCM methodologies.

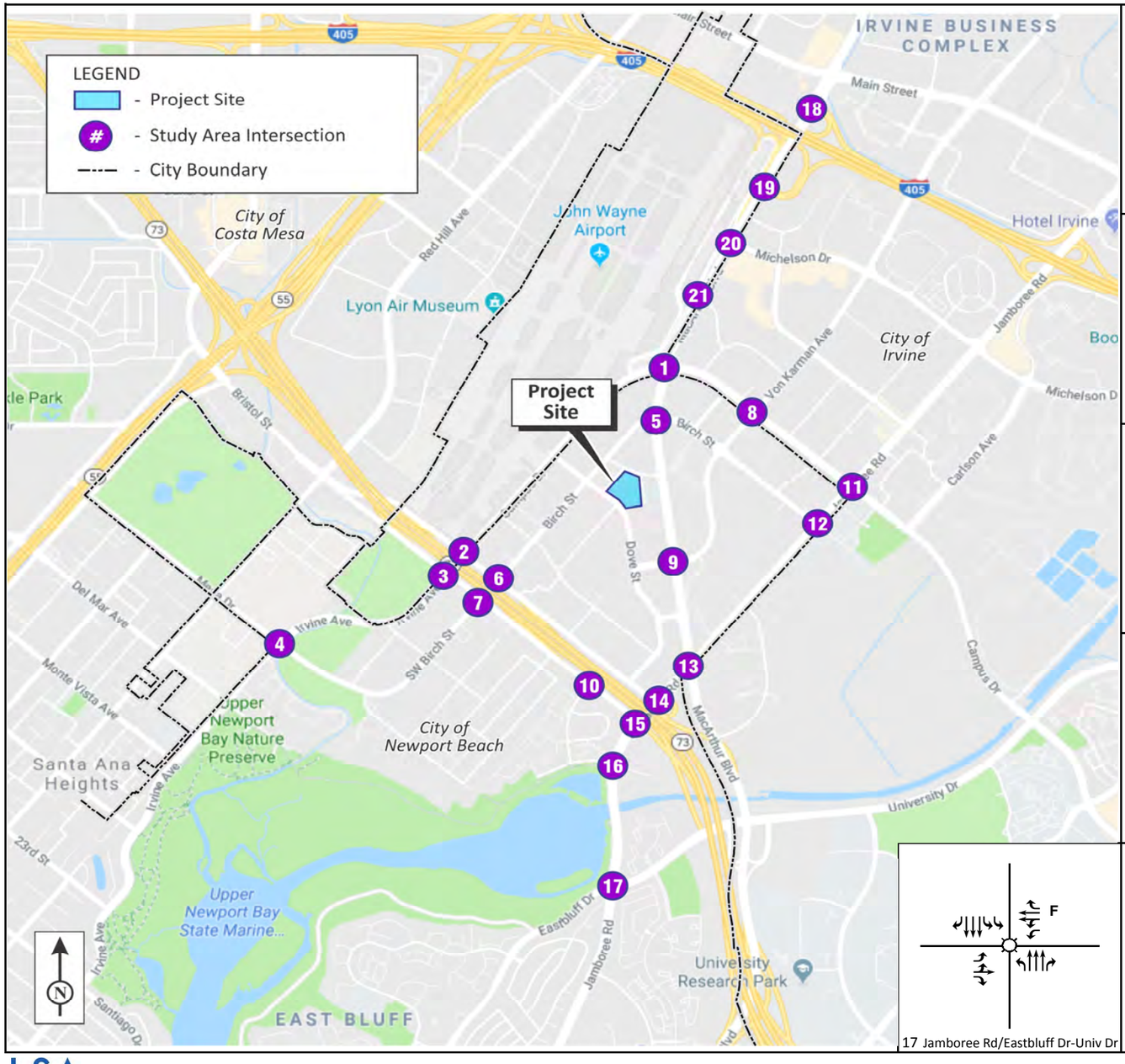
Existing Plus Project Intersection Level of Service

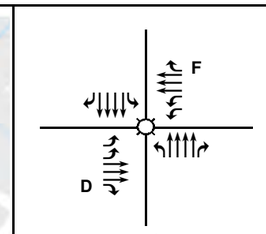
To determine the existing plus project condition, traffic generated by the proposed project was added to the existing baseline traffic volumes at the study area locations. Figure 6 shows the resulting existing plus project peak-hour traffic volumes. Table C also summarizes the results of the existing plus project peak-hour LOS analysis for the study area intersections. With the addition of the project, all study area intersections are anticipated to continue to operate at satisfactory LOS based on the ICU and HCM methodologies. Therefore, a significant project impact would not occur at a study area intersection in the existing condition.

Existing Baseline and Plus Project Roadway Segment Level of Service

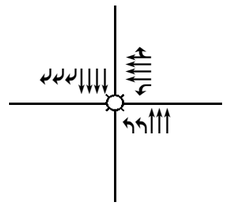
ADT volumes for the three MacArthur Boulevard segments located in Irvine were collected on April 25, 2017 as referenced from an approved City of Irvine TIA[1]. The ADT volume for the MacArthur Boulevard segment between Campus Drive and Birch Street (collected on April 4, 2017) was provided by the City of Newport Beach. The ADT volumes are provided in Appendix A.

[1] LSA. 2017. 15 Degrees South Traffic Impact Analysis. November 13.

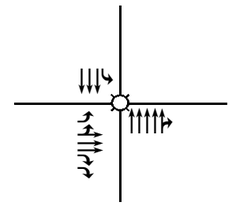




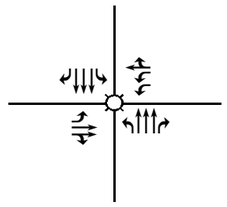
1 MacArthur Blvd/Campus Dr



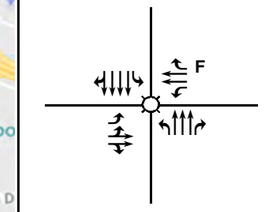
2 Campus Dr/Bristol St N



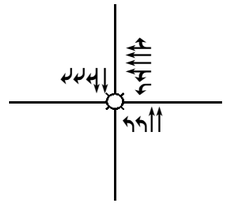
3 Campus Dr-Irvine Ave/Bristol St S



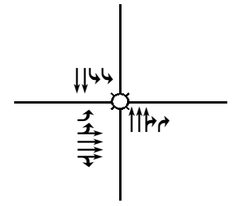
4 Irvine Ave/Mesa Dr



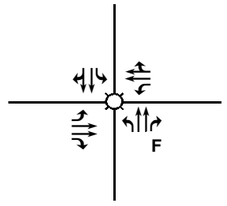
5 MacArthur Blvd/Birch St



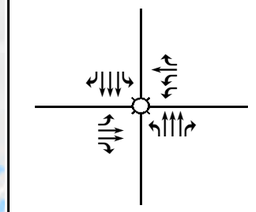
6 Birch St/Bristol St N



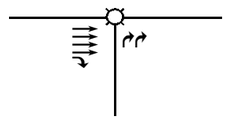
7 Birch St/Bristol St S



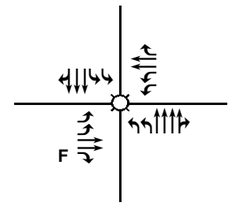
8 Von Karman Ave/Campus Dr



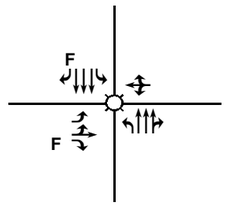
9 MacArthur Blvd/Von Karman Ave



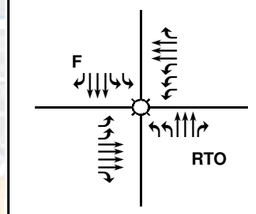
10 Bayview Pl/Bristol St S



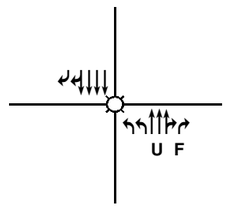
11 Jamboree Rd/Campus Dr



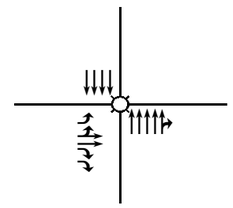
12 Jamboree Rd/Birch St



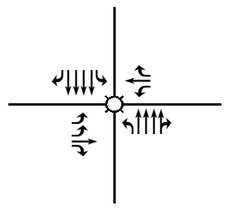
13 MacArthur Blvd/Jamboree Rd



14 Jamboree Rd/Bristol St N

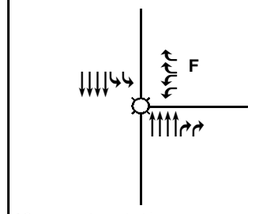


15 Jamboree Rd/Bristol St S

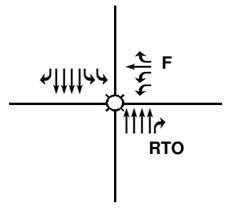


16 Jamboree Rd/Bayview Wy

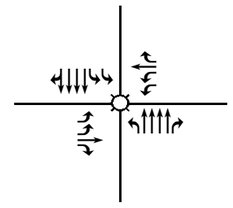
17 Jamboree Rd/Eastbluff Dr-Univ Dr



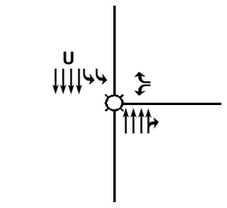
18 MacArthur Blvd/I-405 NB ramps



19 MacArthur Blvd/I-405 SB ramps



20 MacArthur Blvd/Michelson Dr



21 MacArthur Blvd/Douglas

LSA

FIGURE 4

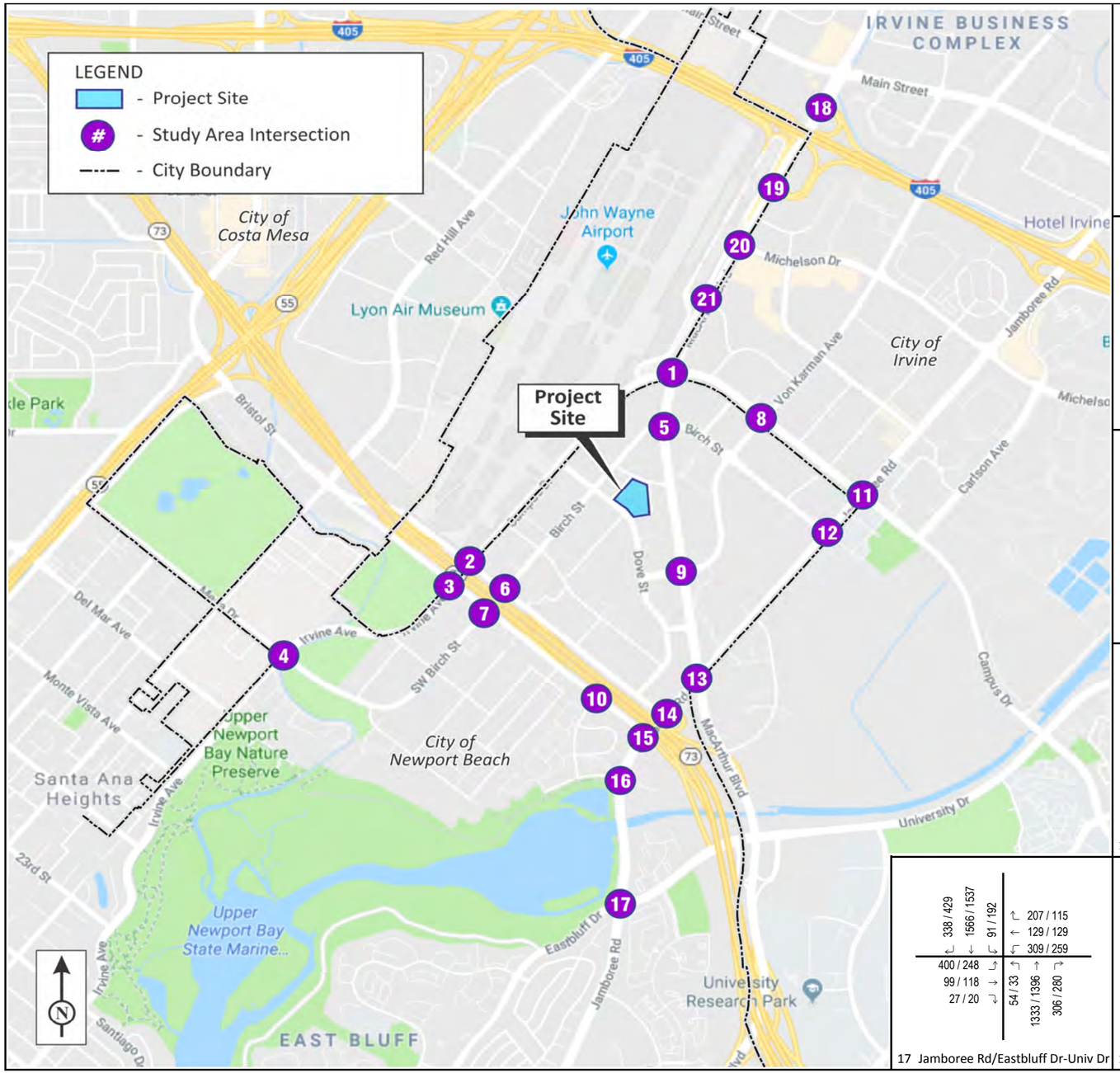
LEGEND

- Signal
- **D** Defacto Right Turn
- **F** Free Right Turn
- **RTO** Right Turn Overlap Phasing
- **U** Uncontrolled Through Movement

Newport Crossings

Existing Intersection Geometrics

P:\CNB1702\xls\Figures\Fig-4-Existing Intersection Geometries.xlsx (6/19/2018)



205 / 709 951 / 1056 279 / 118 557 / 347 847 / 372 71 / 69 61 / 163 197 / 1002 43 / 90 34 / 131 732 / 1141 79 / 44	232 / 1158 236 / 935 159 / 66 917 / 1931 189 / 309 549 / 512 1786 / 705	340 / 1076 96 / 188 1132 / 444 1783 / 1158 494 / 616 1100 / 766 225 / 243
1 MacArthur Blvd/Campus Dr	2 Campus Dr/Bristol St N	3 Campus Dr-Irvine Ave/Bristol St S
33 / 284 633 / 1304 8 / 6 172 / 56 307 / 72 110 / 135 2 / 10 28 / 243 116 / 612 91 / 68 1248 / 576 480 / 149	218 / 188 714 / 858 86 / 46 100 / 277 334 / 246 59 / 37 36 / 167 108 / 496 29 / 82 32 / 114 715 / 781 77 / 25	101 / 707 106 / 541 267 / 107 1102 / 1349 354 / 454 73 / 89 1093 / 326
4 Irvine Ave/Mesa Dr	5 MacArthur Blvd/Birch St	6 Birch St/Bristol St N
337 / 747 122 / 225 770 / 208 1179 / 1242 174 / 120 384 / 197 383 / 286	82 / 337 424 / 669 81 / 123 302 / 144 362 / 500 59 / 69 105 / 81 262 / 609 71 / 36 16 / 44 675 / 506 28 / 112	143 / 50 395 / 842 53 / 31 19 / 101 75 / 171 42 / 221 30 / 80 126 / 109 116 / 607 42 / 35 732 / 717 668 / 171
7 Birch St/Bristol St S	8 Von Karman Ave/Campus Dr	9 MacArthur Blvd/Von Karman Ave
3026 / 2485 382 / 130 67 / 368	135 / 156 1781 / 1452 169 / 166 87 / 205 179 / 506 45 / 149 97 / 165 316 / 257 436 / 140 98 / 50 1134 / 1712 129 / 368	568 / 112 1703 / 1638 2 / 3 119 / 303 2 / 0 51 / 128 4 / 3 3 / 1 1 / 1 167 / 38 1245 / 1824 5 / 1
10 Bayview Pl/Bristol St S	11 Jamboree Rd/Campus Dr	12 Jamboree Rd/Birch St
190 / 453 350 / 1341 64 / 172 455 / 231 1016 / 865 277 / 54 204 / 158 691 / 864 266 / 508 150 / 288 1270 / 580 460 / 334	378 / 724 712 / 1056 653 / 601 1648 / 1242 657 / 885	701 / 1068 1185 / 846 465 / 852 1382 / 1164 1753 / 1879 37 / 78
13 MacArthur Blvd/Jamboree Rd	14 Jamboree Rd/Bristol St N	15 Jamboree Rd/Bristol St S
157 / 62 1844 / 1998 68 / 87 48 / 89 10 / 11 91 / 169 63 / 123 2 / 7 19 / 28 129 / 36 1853 / 1706 70 / 56	338 / 429 1566 / 1537 91 / 192 400 / 248 99 / 118 27 / 20 207 / 115 129 / 129 309 / 259 54 / 33 1333 / 1396 306 / 280	1262 / 1522 136 / 534 1197 / 460 769 / 341 1680 / 2054 357 / 685
16 Jamboree Rd/Bayview Wy	17 Jamboree Rd/Eastbluff Dr-Univ Dr	18 MacArthur Blvd/I-405 NB ramps
399 / 203 1488 / 1106 163 / 457 856 / 558 146 / 110 998 / 542 1061 / 2138 342 / 559	9 / 6 1493 / 1139 940 / 459 382 / 351 117 / 95 97 / 114 161 / 696 96 / 119 62 / 384 195 / 169 922 / 1603 211 / 97	1450 / 1686 304 / 147 118 / 163 19 / 29 1483 / 1669 58 / 23
19 MacArthur Blvd/I-405 SB ramps	20 MacArthur Blvd/Michelson Dr	21 MacArthur Blvd/Douglas

LSA

LEGEND

XXX / YYY AM / PM Volume

FIGURE 5

Newport Crossings

Existing Peak-Hour Volumes

P:\CNB1702\xls\Figures\Fig-5-Existing Peak-Hour Volumes.xlsx (6/19/2018)

LSA

Table C: Existing Intersection Level of Service Summary

	Intersection	Existing				Existing Plus Project				Peak-Hour Δ in ICU		Significant Impact?	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM	AM	PM
1	MacArthur Boulevard/Campus Drive[1]	0.504	A	0.842	D	0.509	A	0.842	D	0.005	0.000	No	No
2	Campus Drive/Bristol Street North[1]	0.540	A	0.713	C	0.544	A	0.714	C	0.004	0.001	No	No
3	Campus Drive-Irvine Avenue/Bristol Street South	0.681	B	0.507	A	0.682	B	0.509	A	0.001	0.002	No	No
4	Irvine Avenue/Mesa Drive	0.472	A	0.590	A	0.472	A	0.590	A	0.000	0.000	No	No
5	MacArthur Boulevard/Birch Street	0.364	A	0.507	A	0.365	A	0.513	A	0.001	0.006	No	No
6	Birch Street/Bristol Street North	0.627	B	0.526	A	0.627	B	0.528	A	0.000	0.002	No	No
7	Birch Street/Bristol Street South	0.463	A	0.517	A	0.466	A	0.517	A	0.003	0.000	No	No
8	Von Karman Avenue/Campus Drive[1]	0.615	B	0.697	B	0.616	B	0.698	B	0.001	0.001	No	No
9	MacArthur Boulevard/Von Karman Avenue	0.541	A	0.525	A	0.541	A	0.526	A	0.000	0.001	No	No
10	Bayview Place/Bristol Street South	0.494	A	0.503	A	0.495	A	0.504	A	0.001	0.001	No	No
11	Jamboree Road/Campus Drive[1]	0.622	B	0.579	A	0.622	B	0.579	A	0.000	0.000	No	No
12	Jamboree Road/Birch Street[1]	0.502	A	0.480	A	0.504	A	0.481	A	0.002	0.001	No	No
13	MacArthur Boulevard/Jamboree Road[1]	0.571	A	0.610	B	0.572	A	0.611	B	0.001	0.001	No	No
14	Jamboree Road/Bristol Street North	0.340	A	0.414	A	0.342	A	0.414	A	0.002	0.000	No	No
15	Jamboree Road/Bristol Street South	0.656	B	0.608	B	0.656	B	0.609	B	0.000	0.001	No	No
16	Jamboree Road/Bayview Way	0.438	A	0.453	A	0.439	A	0.453	A	0.001	0.000	No	No
17	Jamboree Road/Eastbluff Drive-University Drive	0.613	B	0.546	A	0.615	B	0.547	A	0.002	0.001	No	No
18	MacArthur Boulevard/I-405 northbound ramps[1]	0.563	A	0.609	B	0.565	A	0.611	B	0.002	0.002	No	No
	HCM Delay[2]	*36.0*	*D*	*22.8*	*C*	*35.9*	*D*	*22.8*	*C*	*(0.1)*	*0.0*	*No*	*No*
19	MacArthur Boulevard/I-405 southbound ramps[1]	0.562	A	0.658	B	0.565	A	0.661	B	0.003	0.003	No	No
	HCM Delay[2]	*19.6*	*B*	*22.0*	*C*	*19.9*	*B*	*22.2*	*C*	*0.3*	*0.2*	*No*	*No*
20	MacArthur Boulevard/Michelson Drive[1]	0.669	B	0.933	E	0.674	B	0.935	E	0.005	0.002	No	No
21	MacArthur Boulevard/Douglas[1]	0.435	A	0.438	A	0.440	A	0.440	A	0.005	0.002	No	No

[1] LOS E is acceptable at this study area intersection.

[2] Intersection delay may decrease with the project due to calculations in the HCM methodology that average the delay of each approach.

Delay is reported in seconds.

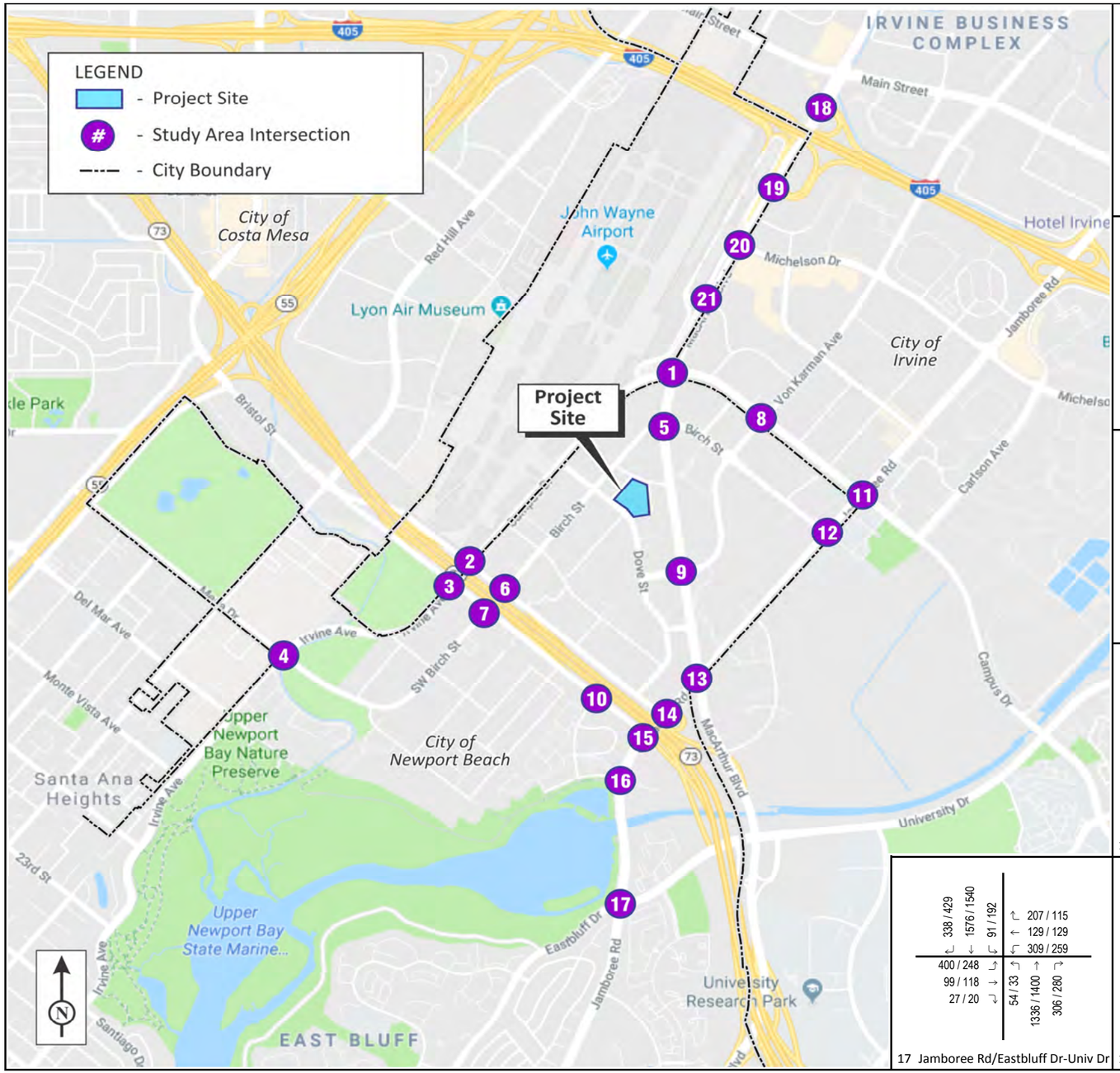
Δ = change in

I-405 = Interstate 405

ICU = Intersection Capacity Utilization

HCM = Highway Capacity Manual

LOS = level of service



205 / 709 ↲	962 / 1070 ↓	279 / 118 ↳	↱ 61 / 163
			← 197 / 1002
			↰ 43 / 90
557 / 347 ↳			
847 / 372 →		34 / 131 ↰	765 / 1153 ↑
71 / 69 ↴			79 / 44 ↱

1 MacArthur Blvd/Campus Dr

232 / 1158 ↲	241 / 937 ↓		↱ 159 / 66
			← 936 / 1937
			↰ 189 / 309
		549 / 512 ↰	1792 / 716 ↑

2 Campus Dr/Bristol St N

	345 / 1078 ↓	96 / 168 ↳	
1137 / 453 ↳			
1783 / 1158 →		1101 / 768 →	225 / 243 ↱
494 / 616 ↴			

3 Campus Dr-Irvine Ave/Bristol St S

33 / 284 ↲	638 / 1306 ↓	8 / 6 ↳	↱ 2 / 10
			← 28 / 243
			↰ 116 / 612
172 / 56 ↳			
307 / 72 →		91 / 68 ↰	1249 / 578 ↑
110 / 135 ↴			480 / 149 ↱

4 Irvine Ave/Mesa Dr

218 / 188 ↲	725 / 872 ↓	86 / 46 ↳	↱ 36 / 167
			← 110 / 501
			↰ 29 / 82
133 / 289 ↳			
343 / 249 →		32 / 114 ↰	715 / 781 ↑
59 / 37 ↴			77 / 25 ↱

5 MacArthur Blvd/Birch St

120 / 713 ↲	116 / 544 ↓		↱ 270 / 111
			← 1102 / 1349
			↰ 354 / 454
		73 / 89 ↰	1093 / 326 ↑

6 Birch St/Bristol St N

	337 / 747 ↓	132 / 228 ↳	
770 / 208 ↳			
1179 / 1242 →		384 / 197 →	383 / 286 ↱
174 / 120 ↴			

7 Birch St/Bristol St S

82 / 337 ↲	425 / 672 ↓	81 / 123 ↳	↱ 105 / 81
			← 262 / 609
			↰ 71 / 36
302 / 144 ↳			
362 / 500 →		16 / 44 ↰	679 / 507 ↑
59 / 69 ↴			28 / 112 ↱

8 Von Karman Ave/Campus Dr

143 / 50 ↲	415 / 848 ↓	53 / 31 ↳	↱ 30 / 80
			← 126 / 109
			↰ 116 / 607
19 / 101 ↳			
75 / 171 →		42 / 35 ↰	738 / 725 ↑
42 / 221 ↴			668 / 171 ↱

9 MacArthur Blvd/Von Karman Ave

3036 / 2488 →			
382 / 130 ↴			67 / 368 ↱

10 Bayview Pl/Bristol St S

135 / 156 ↲	1782 / 1454 ↓	169 / 166 ↳	↱ 97 / 165
			← 316 / 257
			↰ 436 / 140
87 / 205 ↳			
179 / 506 →		98 / 50 ↰	1139 / 1714 ↑
45 / 149 ↴			129 / 368 ↱

11 Jamboree Rd/Campus Dr

569 / 114 ↲	1703 / 1638 ↓	2 / 3 ↳	↱ 4 / 3
			← 3 / 1
			↰ 1 / 1
124 / 305 ↳			
2 / 0 →		167 / 38 ↰	1245 / 1824 ↑
51 / 128 ↴			5 / 1 ↱

12 Jamboree Rd/Birch St

200 / 456 ↲	360 / 1344 ↓	64 / 172 ↳	↱ 204 / 158
			← 691 / 864
			↰ 266 / 508
458 / 235 ↳			
1016 / 865 →		150 / 288 ↰	1273 / 584 ↑
277 / 54 ↴			460 / 334 ↱

13 MacArthur Blvd/Jamboree Rd

378 / 724 ↲	722 / 1059 ↓		
		653 / 601 ↰	1651 / 1246 ↑
			657 / 885 ↱

14 Jamboree Rd/Bristol St N

	711 / 1071 ↓		
1185 / 846 ↳			
475 / 855 →		1756 / 1883 →	37 / 78 ↱
1382 / 1164 ↴			

15 Jamboree Rd/Bristol St S

157 / 62 ↲	1854 / 2001 ↓	68 / 87 ↳	↱ 63 / 123
			← 2 / 7
			↰ 19 / 28
48 / 89 ↳			
10 / 11 →		129 / 36 ↰	1856 / 1710 ↑
91 / 169 ↴			70 / 56 ↱

16 Jamboree Rd/Bayview Wy

338 / 429 ↲	1576 / 1540 ↓	91 / 192 ↳	↱ 207 / 115
			← 129 / 129
			↰ 309 / 259
400 / 248 ↳			
99 / 118 →		54 / 33 ↰	1336 / 1400 ↑
27 / 20 ↴			306 / 280 ↱

17 Jamboree Rd/Eastbluff Dr-Univ Dr

	1264 / 1524 ↓	136 / 534 ↳	↱ 1197 / 460
			↰ 774 / 347
		1685 / 2056 →	371 / 690 ↱

18 MacArthur Blvd/I-405 NB ramps

399 / 203 ↲	1495 / 1114 ↓	163 / 457 ↳	↱ 856 / 558
			← 146 / 110
			↰ 1002 / 548
		1080 / 2145 →	356 / 564 ↱

19 MacArthur Blvd/I-405 SB ramps

9 / 6 ↲	1504 / 1153 ↓	940 / 459 ↳	↱ 161 / 696
			← 96 / 119
			↰ 62 / 384
382 / 351 ↳			
117 / 95 →		195 / 169 ↰	955 / 1615 ↑
97 / 114 ↴			211 / 97 ↱

20 MacArthur Blvd/Michelson Dr

	1461 / 1700 ↓		
		1516 / 1681 →	58 / 23 ↱

21 MacArthur Blvd/Douglas

FIGURE 6

LSA

LEGEND

XXX / YYY AM / PM Volume

Newport Crossings

Existing Plus Project Peak-Hour Volumes

P:\CNB1702\xls\Figures\Fig-6-Existing Plus Project Peak-Hour Volumes.xlsx (6/19/2018)

Because ADT volumes were not available for the discrete roadway segments analyzed, existing peak-hour traffic volumes were also used to estimate ADT volumes for the four roadway segments. With direction from City of Newport Beach staff, p.m. peak-hour directional volumes from the upstream and downstream intersections were multiplied by a factor of 10 to estimate the ADT volumes; the higher volume was used in the analysis (i.e., ADT collected in April 2017 or ADT developed manually from peak-hour intersection volumes).

Table D presents existing roadway segment ADT volumes, v/c ratios, and LOS. As this table indicates, all study area roadway segments currently operate at satisfactory LOS. Net daily project trips were added to the study area roadways with the same distribution used in the peak-hour analysis. Thus, 35 percent of net daily project trips were added to MacArthur Boulevard. As shown in Table D, with the addition of the project, all study area roadway segments are anticipated to continue to operate at satisfactory LOS with the project. Therefore, a significant project impact would not occur at a study area roadway segment in the existing condition.

Active Transportation

Transit Facilities

Transit facilities will be accessible to and from the project site. In the project vicinity, Orange County Transportation Authority (OCTA) bus stops are currently provided at Birch Street/Corinthian Way (approximately 600 walkable feet from the project site) and Birch Street/Dove Street (approximately 500 walkable feet from the project site). OCTA Route 178 serves all stops at these locations.

A nearby bus stop at MacArthur Boulevard/Campus Drive serves OCTA Route 472 and bus stops at Von Karman Avenue/Campus Drive serve OCTA Routes 59, 178, and 472. Just over 1 mile from the project site, at Von Karman Avenue/Michelson Drive, bus stops serve more regional lines, including OCTA Routes 178, 211, and 213, and Irvine Shuttle (iShuttle) Routes 400A and 401B.

OCTA Route 59 provides service to and from Anaheim and Irvine via Von Karman Avenue. OCTA Route 178 provides transportation to and from the Huntington Beach and Irvine via Birch Street and Campus Drive. OCTA Route 211 provides transportation to and from Huntington Beach and Irvine via I-405. OCTA Route 213 provides service to and from Brea and Irvine via State Route 55 (SR-55). OCTA Route 472 provides service to and from the Tustin Metrolink Station and the IBC via Campus Drive and Jamboree Road. The iShuttle, operated and managed by OCTA, serves local destinations in Irvine. iShuttle Routes 400A and 401B serve the IBC and provide transportation to/from the Tustin Metrolink Station and John Wayne Airport. The OCTA and iShuttle bus system maps and bus stop locations are provided in Appendix E.

Bicycle Circulation

Designated bike lanes are not located on the roads surrounding the project site (i.e., Corinthian Way, Martingale Way, Scott Drive, and Dove Street) because they are local streets. Cyclists will be able to travel from the site to regional destinations by traveling west on Dove Street to Birch Street. In accordance with Cal Green requirements, four open rack bicycle spaces will be provided for short-term parking and four covered, secured lockers for long-term parking. These spaces will be located within 200 feet of the main retail entry area.

LSA

Table D: Existing Roadway Segment Level of Service Summary

	MacArthur Boulevard Segment	Capacity	Existing			Project ADT	Existing Plus Project			Δ V/C	Significant Impact?	
			ADT	V/C	LOS		ADT	V/C	LOS		AM	PM
1	I-405 southbound ramps to Michelson Drive	72,000	51,828	0.72	C	377	52,205	0.73	C	0.01	No	No
2	Michelson Drive to Douglas	72,000	35,670	0.50	A	377	36,047	0.50	A	0.00	No	No
3	Douglas to Campus Drive	72,000	34,969	0.49	A	377	35,346	0.49	A	0.00	No	No
4	Campus Drive to Birch Street	72,000	24,250	0.34	A	377	24,627	0.34	A	0.00	No	No

Δ = change

ADT = average daily trips

LOS = level of service

V/C = volume-to-capacity ratio

Class II bicycles lanes are provided on both sides of Campus Drive–Irvine Avenue from MacArthur Boulevard to Cliff Drive. The sidewalk on the east side of MacArthur Boulevard between Campus Drive and Jamboree Road is designated for bicycle riding. Bicycle travel can occur from the project site to employment, shopping, and recreational destinations.

Pedestrian Circulation

Pedestrians can use the internal sidewalks that will be constructed to Americans with Disabilities Act standards to provide safe access to the public street system (i.e., Corinthian Way, Martingale Way, Scott Drive, and Dove Street). Private passageways will connect the residential uses to the street and public passageways will connect the retail space and the public park. Where modes intersect (i.e., streets and sidewalks), accessible ramps will be incorporated. Land uses in close proximity to the project site include other office and industrial uses, employment centers, and future residential sites, all of which are accessible by nonautomotive means.

FUTURE YEAR 2022 CONDITIONS

The City of Newport Beach requires that the project be analyzed 1 year after the project opening year. The project is anticipated to open in 2021; therefore, an analysis year of 2022 was used in the future year analysis.

Future Year 2022 Baseline Intersection Level of Service

The future year 2022 condition was developed by applying a growth rate to the existing traffic volumes, adding trips from cumulative (pending) projects in the vicinity, and adding trips from approved projects in the vicinity. A 1 percent per year growth rate was added to all traffic volumes on MacArthur Boulevard, Jamboree Road, and Irvine Avenue, consistent with the City of Newport Beach *Regional Traffic Annual Growth Rate* table.

Newport Beach and Irvine Cumulative and Approved Projects

The City of Newport Beach provided the trip generation and trip distribution for six cumulative (reasonably foreseeable, but not yet approved) projects in Newport Beach. Peak-hour traffic volumes for 19 approved projects in Newport Beach were also provided by the City of Newport Beach. The City of Irvine provided a list of 30 approved and cumulative projects in Irvine.

Figures 7 and 8 illustrate the cumulative and approved project locations in Newport Beach and Irvine, respectively. Detailed trip generation, distribution, and assignment information used for the cumulative and approved project volume development is provided in Appendix D. The cumulative and approved projects include the following:

Cumulative Newport Beach Projects

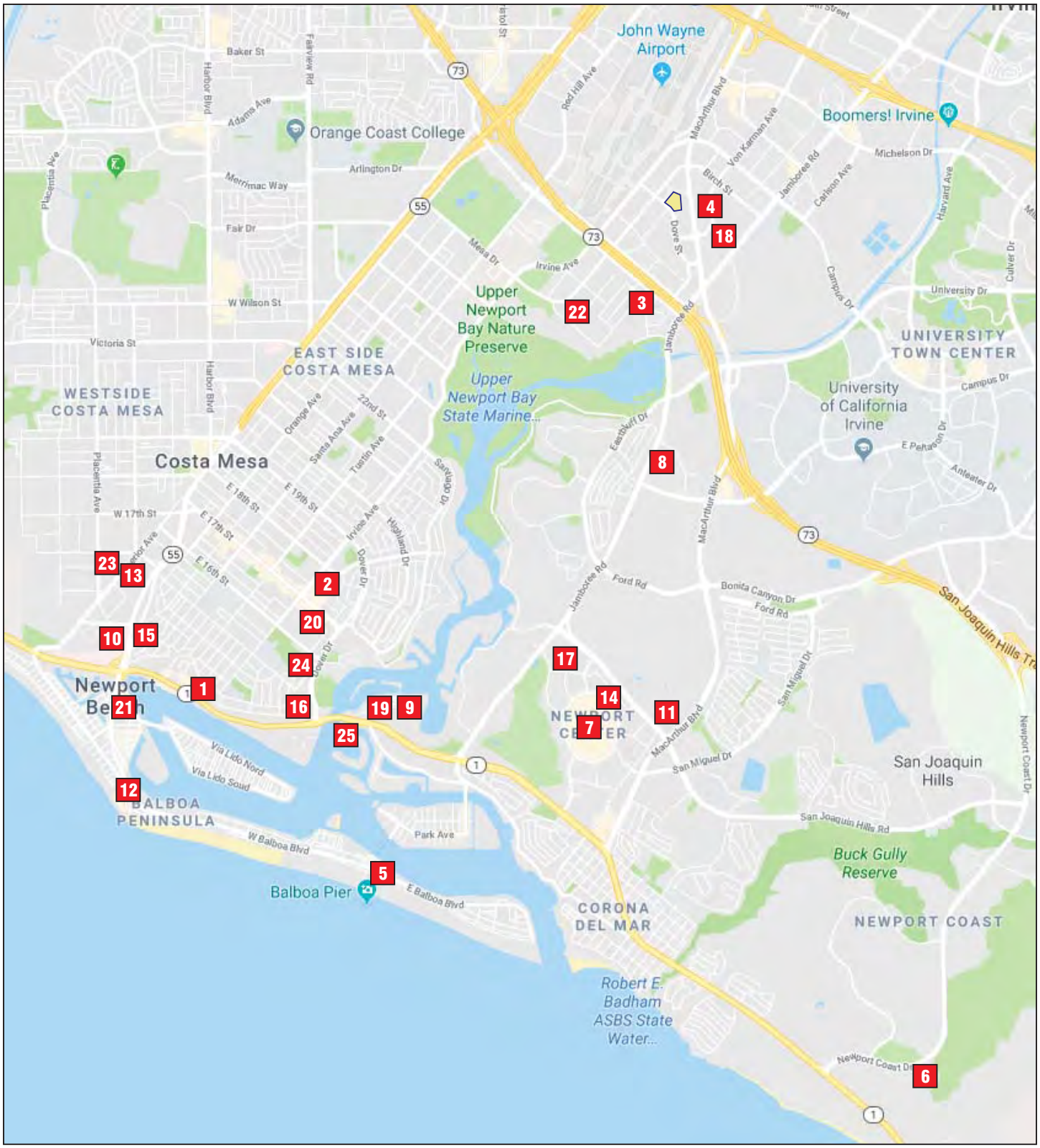
1. Newport Village
2. Mariner Square
3. Harbor Pointe Senior Living
4. The Residences at Koll Center Newport
5. ExplorOcean
6. Newport Coast

Approved Newport Beach Projects

7. Fashion Island Expansion
8. Temple Bhat Expansion
9. Newport Dunes
10. Hoag Hospital Phase III
11. St. Mark Presbyterian Church
12. 2300 Newport Boulevard
13. Hoag Health Center
14. North Newport Center
15. 328 Old Newport Medical Office General Plan Amendment
16. Mariner's Pointe
17. San Joaquin Hills Plaza Residential
18. Uptown Newport Phases 1 & 2
19. Back Bay Landing
20. Westcliff Drive Medical Plaza
21. Lido House Hotel
22. Newport Executive Center
23. Ebb Tide Residential
24. ENC Pre-School
25. Balboa Marina West

Approved and Cumulative Irvine Projects

1. Landmark
2. Trilogy Gardens
3. Elements
4. Hampton Inn
5. Milani Apartments
6. Hensel Phelps
7. The Boardwalk
8. 2722 Michelson
9. Central Park West
10. 17822 Gillette
11. 17811–17817 Gillette
12. 17832–17840 Gillette
13. 17821 Gillette
14. 2055 Main Apartments
15. 17850 Von Karman Office
16. 17861 Cartwright
17. 2525 Main Apartments (Phases I and II)
18. 2525 Main Apartments (Phase III)
19. 2652 White Hotel
20. 2772 Main and 2699 & 2719 White
21. 14000 Reynolds
22. Derian Apartments
23. Pistoia Apartments
24. 2602 McGaw
25. 360 Fusion
26. 2152 Alton
27. Kilroy Residential
28. Diamond Jamboree Parcel 3
29. 1660 Barranca Hotel
30. 16542 Millikan



LSA

LEGEND

XX - Approved/Cumulative Project

- Project Site

0 2350 4700

FEET

SOURCE: Google Maps

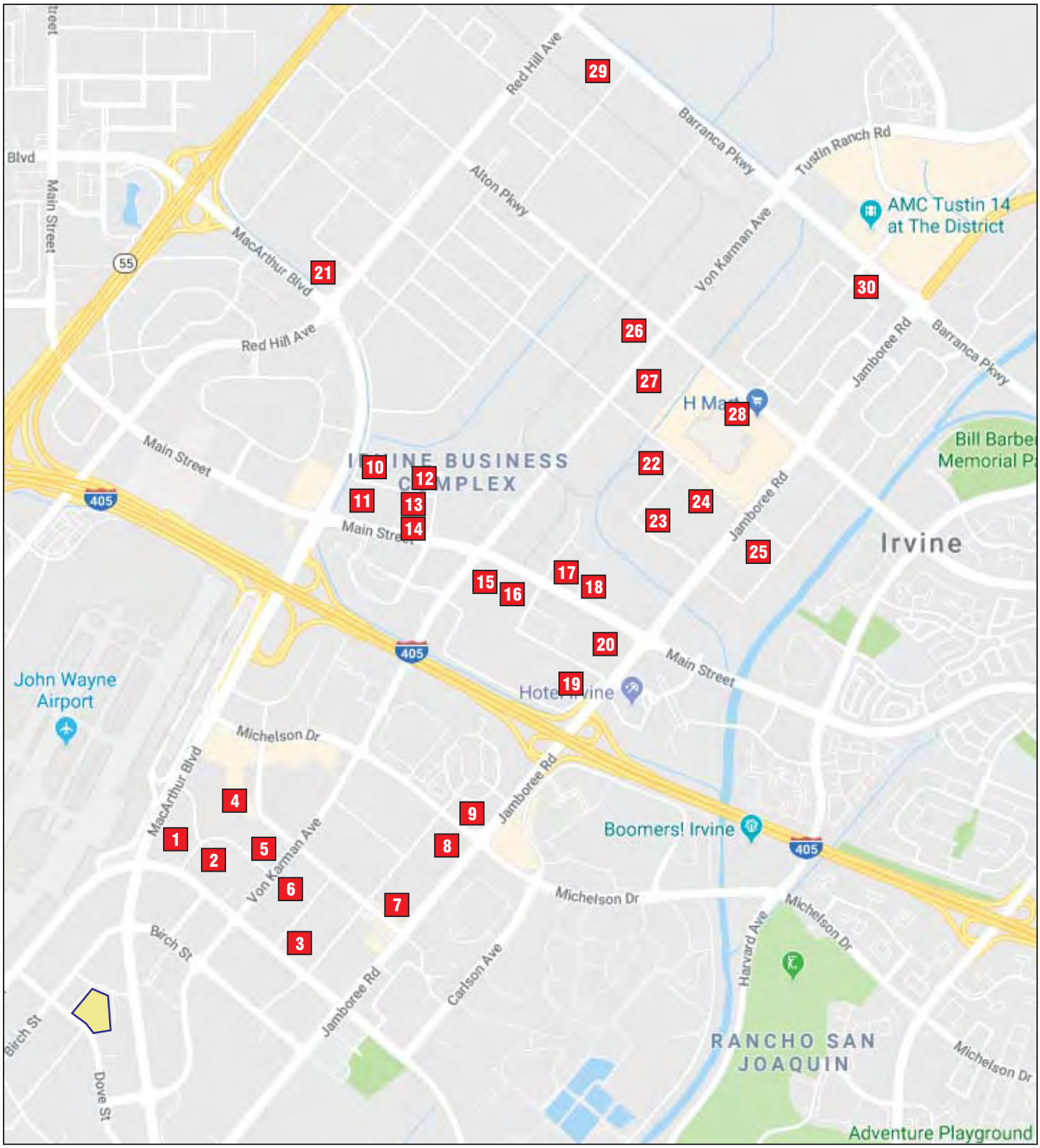
FIGURE 7

Newport Crossings

City of Newport Beach

Approved and Cumulative Project Locations

I:\CNB1702\G\Cumulative Projects-Newport.cdr (6/28/2018)



LSA

FIGURE 8

LEGEND

XX - Approved/Cumulative Project

- Project Site

N

0 1000 2000

FEET

SOURCE: Google Maps

Newport Crossings
City of Irvine
Approved and Cumulative Project Locations

I:\CNB1702\G\Cumulative Projects-Irvine.cdr (5/31/2018)

After applying the regional growth rate of 1 percent per year (5 percent total growth) to MacArthur Boulevard, Jamboree Road, and Irvine Avenue, the total trip generation for the approved and pending cumulative projects was manually assigned to the project study area using information provided by the City of Newport Beach and approved TIAs for projects in Irvine. Figure 9 shows the resulting future year 2022 baseline peak-hour traffic volumes.

For intersections and roadway segments within the City of Irvine, LSA compared the 2022 data with the City of Irvine Transportation Analysis Model (ITAM) results for year 2020 to ensure that the manual method to develop the future volumes was consistent with forecast data produced from the City's model. The 2022 volume development methodology (e.g., manual method) results in higher peak-hour and daily traffic volumes than the 2020 volumes of ITAM for the City of Irvine intersections and roadway segments. Therefore, LSA continued the analysis using the 2022 volumes developed based on the manual method.

The results of the future year 2022 peak-hour LOS analysis for the study area intersections are summarized in Table E. As shown in this table, all study area intersections are forecast to operate at satisfactory LOS with the exception of MacArthur Boulevard/Michelson Drive (LOS F in the p.m. peak hour) based on the ICU methodology. The two I-405 ramp intersections at MacArthur Boulevard are forecast to operate at satisfactory LOS based on the HCM methodology.

Future Year 2022 Plus Project Intersection Level of Service

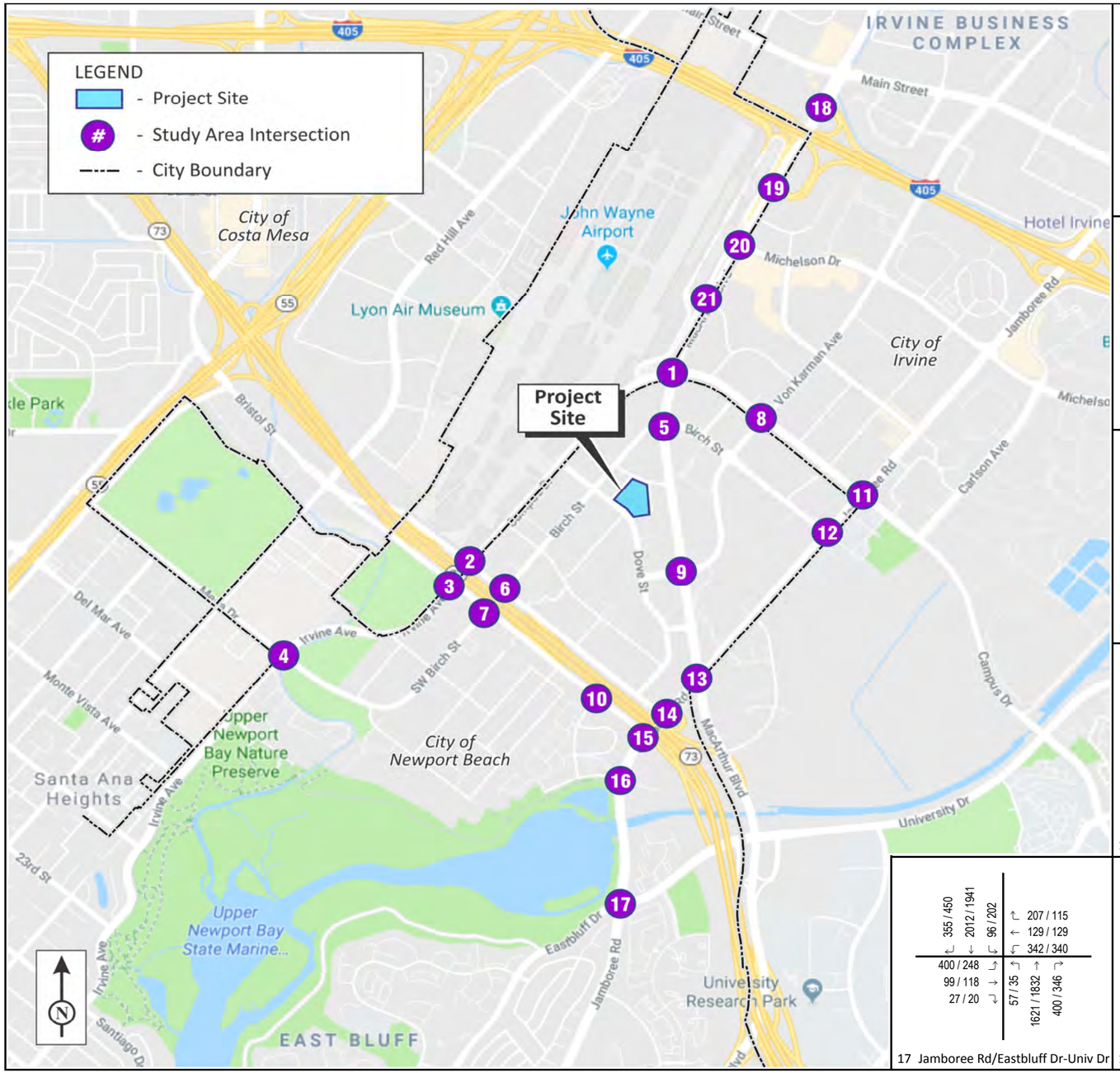
To determine the future year 2022 plus project condition, traffic generated by the proposed project was added to future year 2022 baseline traffic volumes at the study area locations. Figure 10 shows the resulting future year 2022 plus project peak-hour traffic volumes. With the addition of the project, MacArthur Boulevard/Michelson Drive is anticipated to continue to operate at unsatisfactory LOS. However, the ICU does not increase by 0.02 or greater at this deficient signalized intersection in Irvine. The two I-405 ramp intersections at MacArthur Boulevard are forecast to operate at satisfactory LOS based on the HCM methodology. Therefore, a significant project impact would not occur at a study area intersection under future conditions.

Future Year 2022 Baseline and Plus Project Roadway Segment Level of Service

Future year 2022 roadway segment ADT volumes, v/c ratios, and LOS are presented in Table F. As this table indicates, all study area roadway segments are forecast to operate at satisfactory LOS. With the addition of the project, all study area roadway segments are anticipated to continue to operate at satisfactory LOS. Therefore, a significant project impact would not occur at a study area roadway segment under future conditions.

ACCESS AND ON-SITE CIRCULATION

As indicated on the site plan (Figure 2), access to the project site is proposed via two unsignalized, full-access driveways on Scott Drive and Martingale Way. The two project driveways will be stop-controlled and the main streets (Scott Drive and Martingale Way) will be uncontrolled at each driveway. There is also a five-space parking lot for the public park located on Martingale Way. Each project driveway will have one outbound lane (i.e., a shared left-turn/right-turn lane).



1 MacArthur Blvd/Campus Dr	2 Campus Dr/Bristol St N	3 Campus Dr-Irvine Ave/Bristol St S
4 Irvine Ave/Mesa Dr	5 MacArthur Blvd/Birch St	6 Birch St/Bristol St N
7 Birch St/Bristol St S	8 Von Karman Ave/Campus Dr	9 MacArthur Blvd/Von Karman Ave
10 Bayview Pl/Bristol St S	11 Jamboree Rd/Campus Dr	12 Jamboree Rd/Birch St
13 MacArthur Blvd/Jamboree Rd	14 Jamboree Rd/Bristol St N	15 Jamboree Rd/Bristol St S
16 Jamboree Rd/Bayview Wy	17 Jamboree Rd/Eastbluff Dr-Univ Dr	18 MacArthur Blvd/I-405 NB ramps
19 MacArthur Blvd/I-405 SB ramps	20 MacArthur Blvd/Michelson Dr	21 MacArthur Blvd/Douglas

LSA

FIGURE 9

LEGEND

XXX / YYY AM / PM Volume

Newport Crossings

Future Year 2022 Peak-Hour Volumes

P:\CNB1702\xls\Figures\Fig-9-Future Year 2022 Peak-Hour Volumes.xlsx (6/19/2018)

LSA

Table E: Future Year 2022 Intersection Level of Service Summary

	Intersection	Future Year 2022				Future Year 2022 Plus Project				Peak-Hour Δ in ICU		Significant Impact?	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM	AM	PM
1	MacArthur Boulevard/Campus Drive[1]	0.695	B	0.917	E	0.700	B	0.917	E	0.005	0.000	No	No
2	Campus Drive/Bristol Street North[1]	0.614	B	0.744	C	0.619	B	0.745	C	0.005	0.001	No	No
3	Campus Drive-Irvine Avenue/Bristol Street South	0.724	C	0.570	A	0.724	C	0.572	A	0.000	0.002	No	No
4	Irvine Avenue/Mesa Drive	0.502	A	0.624	B	0.502	A	0.624	B	0.000	0.000	No	No
5	MacArthur Boulevard/Birch Street	0.458	A	0.611	B	0.460	A	0.618	B	0.002	0.007	No	No
6	Birch Street/Bristol Street North	0.666	B	0.568	A	0.666	B	0.570	A	0.000	0.002	No	No
7	Birch Street/Bristol Street South	0.470	A	0.542	A	0.474	A	0.542	A	0.004	0.000	No	No
8	Von Karman Avenue/Campus Drive[1]	0.739	C	0.798	C	0.740	C	0.799	C	0.001	0.001	No	No
9	MacArthur Boulevard/Von Karman Avenue	0.592	A	0.596	A	0.592	A	0.597	A	0.000	0.001	No	No
10	Bayview Place/Bristol Street South	0.503	A	0.534	A	0.505	A	0.535	A	0.002	0.001	No	No
11	Jamboree Road/Campus Drive[1]	0.735	C	0.716	C	0.735	C	0.716	C	0.000	0.000	No	No
12	Jamboree Road/Birch Street[1]	0.597	A	0.597	A	0.598	A	0.598	A	0.001	0.001	No	No
13	MacArthur Boulevard/Jamboree Road[1]	0.736	C	0.811	D	0.738	C	0.813	D	0.002	0.002	No	No
14	Jamboree Road/Bristol Street North	0.423	A	0.479	A	0.424	A	0.480	A	0.001	0.001	No	No
15	Jamboree Road/Bristol Street South	0.723	C	0.703	C	0.723	C	0.705	C	0.000	0.002	No	No
16	Jamboree Road/Bayview Way	0.498	A	0.512	A	0.499	A	0.512	A	0.001	0.000	No	No
17	Jamboree Road/Eastbluff Drive-University Drive	0.718	C	0.665	B	0.720	C	0.666	B	0.002	0.001	No	No
18	MacArthur Boulevard/I-405 northbound ramps[1]	0.646	B	0.699	B	0.648	B	0.701	C	0.002	0.002	No	No
	HCM Delay[2]	*42.0*	*D*	*22.7*	*C*	*41.9*	*D*	*22.8*	*C*	*(0.1)*	*0.1*	*No*	*No*
19	MacArthur Boulevard/I-405 southbound ramps[1]	0.654	B	0.765	C	0.656	B	0.768	C	0.002	0.003	No	No
	HCM Delay[2]	*22.8*	*C*	*34.1*	*C*	*23.2*	*C*	*34.7*	*C*	*0.4*	*0.6*	*No*	*No*
20	MacArthur Boulevard/Michelson Drive[1]	0.741	C	1.050	F	0.746	C	1.052	F	0.005	0.002	No	No
21	MacArthur Boulevard/Douglas[1]	0.712	C	0.775	C	0.716	C	0.776	C	0.004	0.001	No	No

[1] LOS E is acceptable at this study area intersection.

[2] Intersection delay may decrease with the project due to calculations in the HCM methodology that average the delay of each approach.

Delay is reported in seconds.

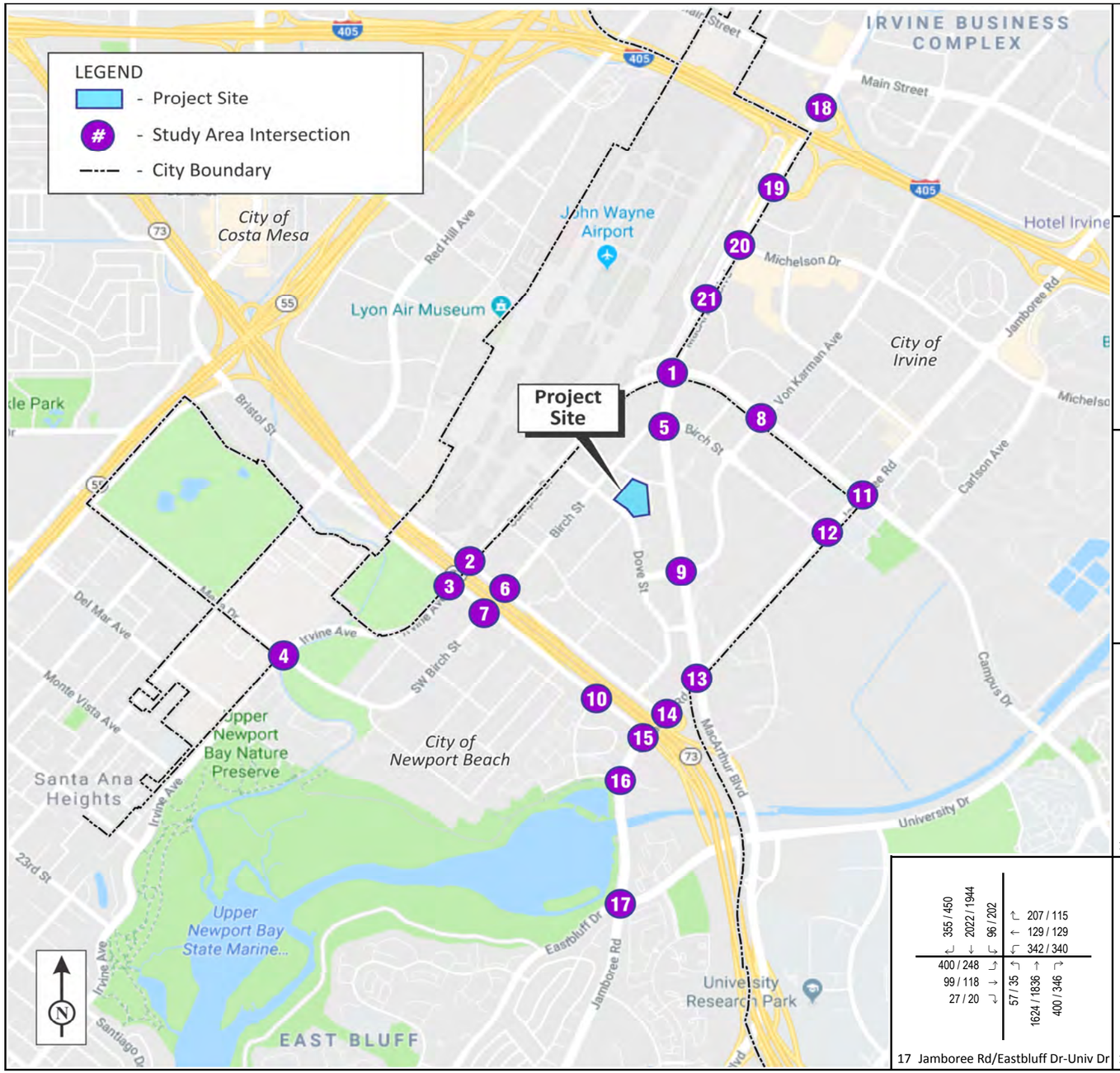
Δ = change in

I-405 = Interstate 405

ICU = Intersection Capacity Utilization

HCM = Highway Capacity Manual

LOS = level of service



1 MacArthur Blvd/Campus Dr	2 Campus Dr/Bristol St N	3 Campus Dr-Irvine Ave/Bristol St S
221 / 748 ↲ 1127 / 1354 ↓ 317 / 212 ↳ 740 / 355 ↲ 985 / 621 → 71 / 69 ↴ 169 / 227 ↰ 474 / 1213 ← 93 / 184 ↖ 36 / 138 ↑ 1102 / 1423 ↑ 92 / 85 ↗	310 / 1220 ↲ 390 / 1093 ↓ 549 / 512 ↰ 1996 / 962 ↑ 288 / 152 ↰ 1010 / 1968 ← 189 / 309 ↖	508 / 1204 ↓ 100 / 191 ↳ 1245 / 574 ↲ 1803 / 1169 → 494 / 616 ↴ 1246 / 940 ↑ 240 / 288 ↗
4 Irvine Ave/Mesa Dr	5 MacArthur Blvd/Birch St	6 Birch St/Bristol St N
47 / 317 ↲ 730 / 1417 ↓ 8 / 6 ↳ 198 / 72 ↲ 307 / 72 → 110 / 135 ↴ 2 / 10 ↰ 28 / 243 ← 123 / 640 ↖ 96 / 71 ↑ 1359 / 673 ↑ 525 / 169 ↗	249 / 219 ↲ 900 / 1152 ↓ 104 / 111 ↳ 183 / 320 ↲ 375 / 308 → 59 / 37 ↴ 102 / 197 ↰ 182 / 608 ← 29 / 82 ↖ 34 / 120 ↑ 966 / 980 ↑ 81 / 26 ↗	168 / 756 ↲ 162 / 580 ↓ 78 / 116 ↰ 1103 / 368 ↑ 276 / 128 ↰ 1268 / 1434 ← 388 / 472 ↖
7 Birch St/Bristol St S	8 Von Karman Ave/Campus Dr	9 MacArthur Blvd/Von Karman Ave
420 / 794 ↓ 141 / 247 ↳ 773 / 214 ↲ 1179 / 1278 → 194 / 131 ↴ 405 / 280 ↑ 392 / 336 ↗	87 / 355 ↲ 446 / 699 ↓ 97 / 178 ↳ 303 / 144 ↲ 511 / 779 → 70 / 76 ↴ 155 / 110 ↰ 543 / 836 ← 97 / 51 ↖ 20 / 55 ↑ 710 / 533 ↑ 35 / 139 ↗	150 / 53 ↲ 574 / 1128 ↓ 56 / 33 ↳ 19 / 101 ↲ 82 / 195 → 42 / 221 ↴ 30 / 80 ↰ 151 / 124 ← 175 / 642 ↖ 44 / 37 ↑ 995 / 942 ↑ 721 / 235 ↗
10 Bayview Pl/Bristol St S	11 Jamboree Rd/Campus Dr	12 Jamboree Rd/Birch St
3096 / 2685 → 382 / 130 ↴ 67 / 368 ↗	158 / 223 ↲ 2074 / 1940 ↓ 195 / 220 ↳ 116 / 221 ↲ 283 / 603 → 63 / 194 ↴ 102 / 178 ↰ 414 / 375 ← 438 / 157 ↖ 143 / 89 ↑ 1595 / 2068 ↑ 147 / 392 ↗	603 / 178 ↲ 2004 / 2134 ↓ 2 / 3 ↳ 189 / 330 ↲ 2 / 0 → 83 / 145 ↴ 4 / 3 ↰ 3 / 1 ← 1 / 1 ↖ 186 / 75 ↑ 1695 / 2196 ↑ 5 / 1 ↗
13 MacArthur Blvd/Jamboree Rd	14 Jamboree Rd/Bristol St N	15 Jamboree Rd/Bristol St S
238 / 512 ↲ 570 / 1880 ↓ 72 / 189 ↳ 504 / 280 ↲ 1209 / 1092 → 300 / 136 ↴ 223 / 173 ↰ 898 / 1099 ← 310 / 585 ↖ 232 / 335 ↑ 1779 / 903 ↑ 527 / 392 ↗	581 / 855 ↲ 1046 / 1373 ↓ 707 / 644 ↰ 1951 / 1805 ↑ 707 / 959 ↗	1034 / 1385 ↓ 1228 / 1063 ↲ 488 / 871 → 1467 / 1257 ↴ 2081 / 2331 ↑ 39 / 82 ↗
16 Jamboree Rd/Bayview Wy	17 Jamboree Rd/Eastbluff Dr-Univ Dr	18 MacArthur Blvd/I-405 NB ramps
165 / 65 ↲ 2214 / 2339 ↓ 71 / 91 ↳ 48 / 89 ↲ 10 / 11 → 91 / 169 ↴ 63 / 123 ↰ 2 / 7 ← 19 / 28 ↖ 135 / 38 ↑ 2120 / 2067 ↑ 74 / 59 ↗	355 / 450 ↲ 2022 / 1944 ↓ 96 / 202 ↳ 400 / 248 ↲ 99 / 118 → 27 / 20 ↴ 207 / 115 ↰ 129 / 129 ← 342 / 340 ↖ 57 / 35 ↑ 1624 / 1836 ↑ 400 / 346 ↗	1515 / 1786 ↓ 167 / 577 ↳ 1925 / 2380 → 470 / 854 ↴ 1203 / 472 ↰ 904 / 448 ↖
19 MacArthur Blvd/I-405 SB ramps	20 MacArthur Blvd/Michelson Dr	21 MacArthur Blvd/Douglas
419 / 213 ↲ 1870 / 1443 ↓ 183 / 488 ↳ 1359 / 2579 → 468 / 719 ↴ 866 / 582 ↰ 151 / 141 ← 1127 / 664 ↖	9 / 6 ↲ 2061 / 1555 ↓ 1000 / 493 ↳ 382 / 351 ↲ 117 / 95 → 104 / 117 ↴ 173 / 711 ↰ 96 / 119 ← 107 / 406 ↖ 207 / 183 ↑ 1279 / 2283 ↑ 237 / 145 ↗	1718 / 2017 ↓ 628 / 412 ↳ 1870 / 2257 → 66 / 55 ↴ 335 / 451 ↰ 19 / 29 ↖

LSA

LEGEND

XXX / YYY AM / PM Volume

FIGURE 10

Newport Crossings

Future Year 2022 Plus Project Peak-Hour Volumes

P:\CNB1702\xls\Figures\Fig-10-Future Year 2022 Plus Project Peak-Hour Volumes.xlsx (6/19/2018)

LSA

Table F: Future Year 2022 Roadway Segment Level of Service Summary

	MacArthur Boulevard Segment	Capacity	Future Year 2022			Project ADT	Future Year 2022 Plus Project			Δ V/C	Significant Impact?	
			ADT	V/C	LOS		ADT	V/C	LOS		AM	PM
1	I-405 southbound ramps to Michelson Drive	72,000	63,185	0.88	D	377	63,562	0.88	D	0.00	No	No
2	Michelson Drive to Douglas	72,000	44,778	0.62	B	377	45,155	0.63	B	0.01	No	No
3	Douglas to Campus Drive	72,000	41,964	0.58	A	377	42,341	0.59	A	0.01	No	No
4	Campus Drive to Birch Street	72,000	30,719	0.43	A	377	31,096	0.43	A	0.00	No	No

Δ = change

ADT = average daily trips

LOS = level of service

V/C = volume-to-capacity ratio

Because Scott Drive and Martingale Way are short, low-volume local streets, left-turn pockets are not required for inbound vehicles at any of the project's driveways.

Customers for the restaurant and retail uses and residential visitors will park on the first floor of the parking structure. Resident parking spaces will be protected by an internal gate with remote access. As shown on the site plan, there is a visitor callbox and pullout within the parking garage to gain access through the residential gate. Therefore, it is not expected that the gate would cause any on-site circulation issues or stacking onto the public streets.

The site plan illustrates turning movements of moving and trash trucks at the project driveways. The move-in/move-out staging area is located off of the Scott Drive driveway. Trash staging areas are next to the entry of both the Scott Drive and Martingale Way driveways. As shown in Figure 2, sufficient space is provided for trucks to enter and exit each of the project driveways.

The proposed project driveways will align with the opposing driveways to reduce conflicting turn movements. In addition, Scott Drive and Martingale Way are local streets with high visibility, low volume, and low speed. The project frontage on both streets will be landscaped such that adequate sight distance per the City of Newport Beach's Line of Sight Standards and the Caltrans Highway Design Manual 6th Edition (2017) will be maintained. It is recommended that the project, including landscaping, be designed to not interfere with the line of sight for vehicles exiting each driveway.

CONGESTION MANAGEMENT PROGRAM CONSISTENCY REQUIREMENTS

OCTA is the designated Congestion Management Agency (CMA) for Orange County in which the project is located. OCTA manages Orange County's blueprint to reduce congestion and improve air quality. In this role, the CMA makes decisions on what local projects can use federal and State funding. The CMA prepares, adopts, and updates Orange County's Congestion Management Program (CMP) and the Long Range Transportation Plan, last updated in October 2017 and September 2014, respectively. The CMP is intended to link transportation, land use, and air quality decisions, as well as address the impact of local growth on the regional transportation system.

The CMP requires new development projects to analyze potential impacts on the CMP Highway System. According to the CMP document, additional analysis is required when a project adds more than 2,400 or more daily trips for projects adjacent to the CMP Highway System. In the vicinity of the project, roadways and intersections that are part of the CMP Highway System include Jamboree Road north of MacArthur Boulevard, MacArthur Boulevard south of Jamboree Road, and the intersection of MacArthur Boulevard/Jamboree Road.

As presented in Table B, the project is forecast to generate 1,077 new daily trips. The project would generate fewer than 2,400 new daily trips and does not take direct access to the CMP Highway System; therefore, a CMP-level analysis is not required.

CONCLUSIONS

Based on the results of this analysis, implementation of the proposed project would not result in any significant project-related impacts to the study area. The evaluation of the study area intersection and roadway segment LOS shows that the addition of project traffic would not create significant

adverse impacts. Based on the site plan layout, adequate access and on-site circulation would be provided. It is recommended that landscaping at the project driveways be designed and maintained to satisfy sight distance standards.

APPENDIX A

EXISTING TRAFFIC VOLUMES

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: MACRTHUR BOULEVARD
E-W Direction: CAMPUS DRIVE

File Name : H1703026
Site Code : 00005060
Start Date : 4/4/2017

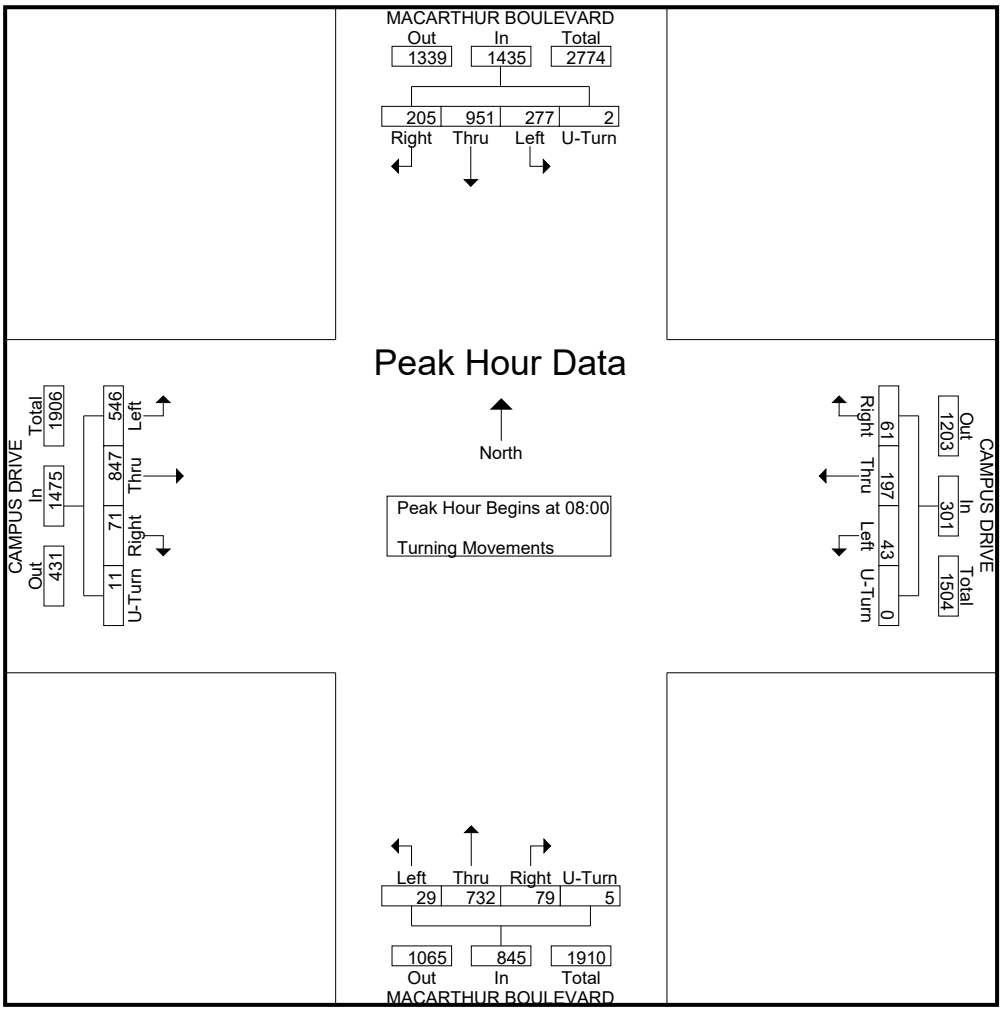
Groups Printed- Turning Movements

	MACARTHUR BOULEVARD Southbound				CAMPUS DRIVE Westbound				MACARTHUR BOULEVARD Northbound				CAMPUS DRIVE Eastbound				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00	26	137	44	0	4	18	4	0	6	84	5	1	5	98	62	3	497
07:15	29	163	57	0	7	15	4	0	7	125	9	2	10	116	79	4	627
07:30	40	191	44	2	10	34	7	0	4	133	4	4	16	157	111	2	759
07:45	48	246	64	0	12	46	11	0	12	166	8	0	20	168	118	2	921
Total	143	737	209	2	33	113	26	0	29	508	26	7	51	539	370	11	2804
08:00	39	211	78	1	18	46	9	0	12	172	6	1	14	228	148	1	984
08:15	55	253	52	0	13	47	13	0	19	167	10	0	18	214	143	3	1007
08:30	63	220	81	0	12	53	10	0	27	175	7	1	27	224	150	2	1052
08:45	48	267	66	1	18	51	11	0	21	218	6	3	12	181	105	5	1013
Total	205	951	277	2	61	197	43	0	79	732	29	5	71	847	546	11	4056
16:30	147	167	16	1	21	196	18	2	3	239	14	0	21	78	77	4	1004
16:45	157	193	16	0	35	229	13	0	8	272	37	0	14	89	81	6	1150
Total	304	360	32	1	56	425	31	2	11	511	51	0	35	167	158	10	2154
17:00	192	226	23	1	33	263	21	0	11	268	24	2	31	73	67	10	1245
17:15	197	286	32	0	44	302	32	1	13	304	53	0	17	101	102	6	1490
17:30	168	277	31	0	52	222	15	0	11	271	19	0	10	87	65	3	1231
17:45	152	267	31	0	34	215	21	0	9	298	32	1	11	111	91	3	1276
Total	709	1056	117	1	163	1002	89	1	44	1141	128	3	69	372	325	22	5242
18:00	109	186	19	1	25	197	18	1	11	193	18	0	28	56	75	2	939
18:15	128	146	22	1	34	171	14	0	12	183	35	2	13	76	74	4	915
Grand Total	1598	3436	676	8	372	2105	221	4	186	3268	287	17	267	2057	1548	60	16110
Apprch %	27.9	60.1	11.8	0.1	13.8	77.9	8.2	0.1	4.9	87	7.6	0.5	6.8	52.3	39.4	1.5	
Total %	9.9	21.3	4.2	0	2.3	13.1	1.4	0	1.2	20.3	1.8	0.1	1.7	12.8	9.6	0.4	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

File Name : H1703026
Site Code : 00005060
Start Date : 4/4/2017
Page No : 2

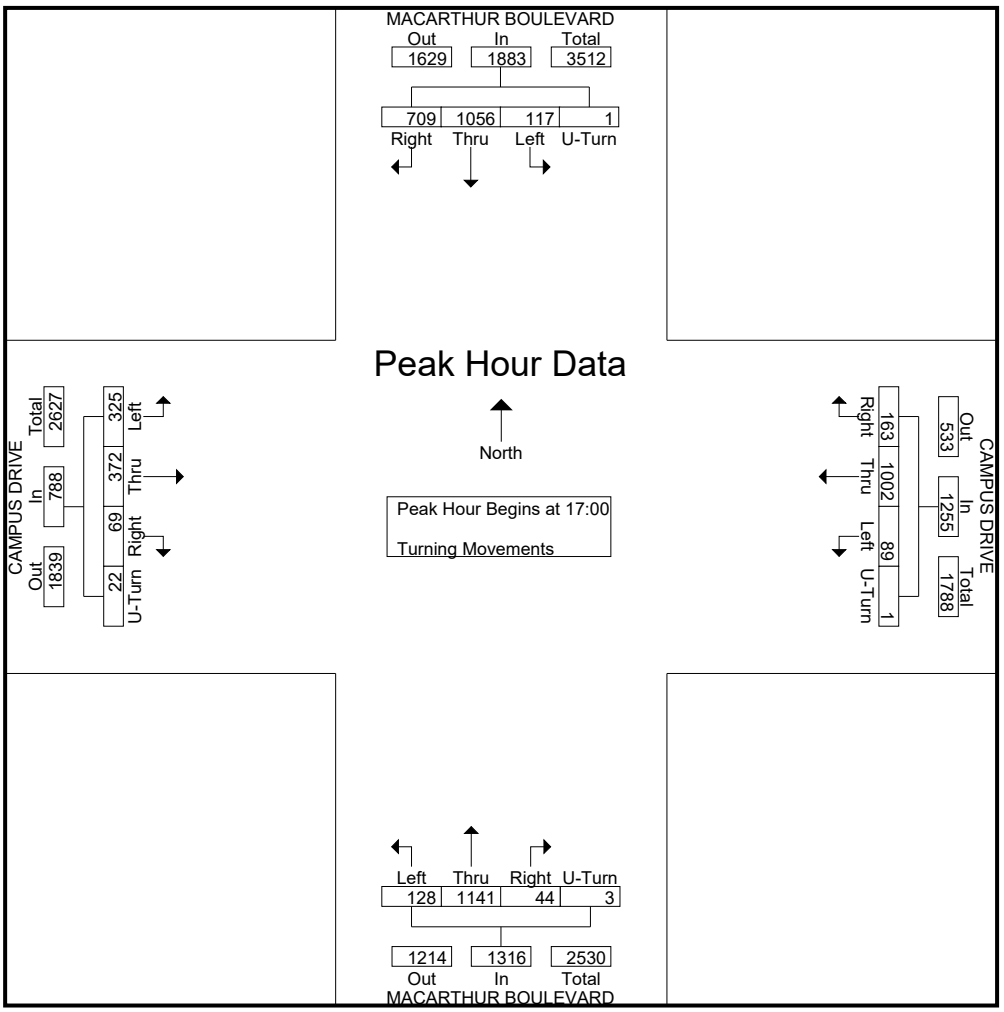
	MACARTHUR BOULEVARD Southbound					CAMPUS DRIVE Westbound					MACARTHUR BOULEVARD Northbound					CAMPUS DRIVE Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	39	211	78	1	329	18											228	148	1	391	984
08:15	55	253	52	0	360	13	47	13					10	0	196	18	214	143	3	378	1007
08:30	63	220	81	0	364	12	53	10	0	75	27	175	7	1	210	27		150		403	1052
08:45	48	267			382					80	21	218		3	248				5		
Total Volume	205	951	277	2	1435	61	197	43	0	301	79	732	29	5	845	71	847	546	11	1475	4056
% App. Total	14.3	66.3	19.3	0.1		20.3	65.4	14.3	0		9.3	86.6	3.4	0.6		4.8	57.4	37	0.7		
PHF	.813	.890	.855	.500	.939	.847	.929	.827	.000	.941	.731	.839	.725	.417	.852	.657	.929	.910	.550	.915	.964



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

File Name : H1703026
Site Code : 00005060
Start Date : 4/4/2017
Page No : 3

	MACARTHUR BOULEVARD Southbound					CAMPUS DRIVE Westbound					MACARTHUR BOULEVARD Northbound					CAMPUS DRIVE Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	192	226	23	1	442	33	263	21	0	317	11	268	24	2	305	31			10		
17:15	197	286	32	0	515	44	302	32	1	379	13	304	53	0	370	17	101	102	6	226	1490
17:30	168	277	31	0	476	52															
17:45	152	267	31	0	450	34	215	21	0	270	9	298	32	1	340	11	111	91	3	216	1276
Total Volume	709	1056	117	1	1883	163	1002	89	1	1255	44	1141	128	3	1316	69	372	325	22	788	5242
% App. Total	37.7	56.1	6.2	0.1		13	79.8	7.1	0.1		3.3	86.7	9.7	0.2		8.8	47.2	41.2	2.8		
PHF	.900	.923	.914	.250	.914	.784	.829	.695	.250	.828	.846	.938	.604	.375	.889	.556	.838	.797	.550	.872	.880



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: CAMPUS DRIVE
E-W Direction: N. BRISTOL STREET

File Name : H1705005
Site Code : 00000000
Start Date : 5/2/2017

Groups Printed- Turning Movements

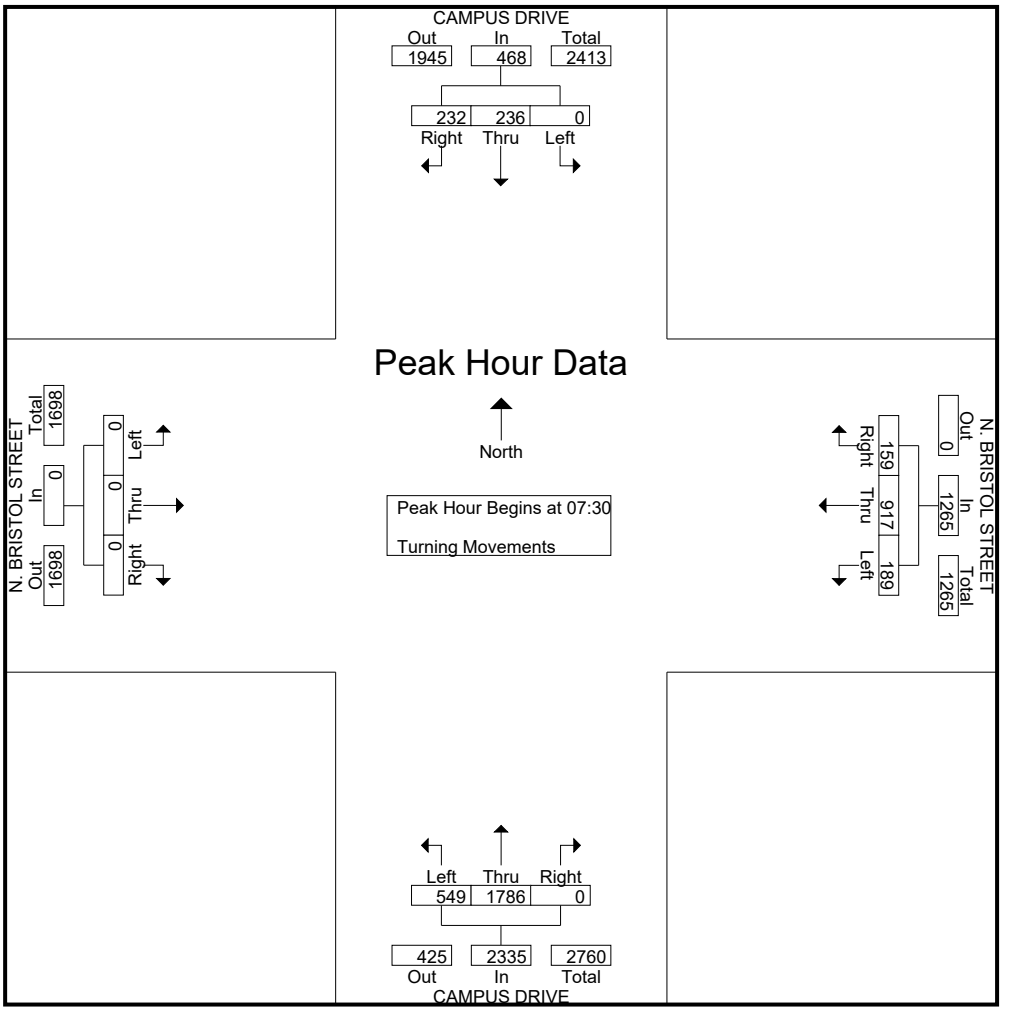
	CAMPUS DRIVE Southbound			N. BRISTOL STREET Westbound			CAMPUS DRIVE Northbound			N. BRISTOL STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	38	49	0	46	127	27	0	224	94	0	0	0	605
07:15	40	57	0	44	178	49	0	324	105	0	0	0	797
07:30	52	55	0	40	214	39	0	405	146	0	0	0	951
07:45	62	51	0	38	237	50	0	471	134	0	0	0	1043
Total	192	212	0	168	756	165	0	1424	479	0	0	0	3396
08:00	60	68	0	39	246	44	0	468	140	0	0	0	1065
08:15	58	62	0	42	220	56	0	442	129	0	0	0	1009
08:30	51	61	0	37	234	58	0	344	109	0	0	0	894
08:45	71	88	0	38	261	50	0	391	104	0	0	0	1003
Total	240	279	0	156	961	208	0	1645	482	0	0	0	3971
*** BREAK ***													
16:30	288	143	0	23	449	70	0	202	129	0	0	0	1304
16:45	272	200	0	15	426	66	0	165	103	0	0	0	1247
Total	560	343	0	38	875	136	0	367	232	0	0	0	2551
17:00	295	231	0	15	523	76	0	183	144	0	0	0	1467
17:15	316	256	0	14	464	60	0	180	115	0	0	0	1405
17:30	311	221	0	18	475	85	0	172	135	0	0	0	1417
17:45	236	227	0	19	469	88	0	170	118	0	0	0	1327
Total	1158	935	0	66	1931	309	0	705	512	0	0	0	5616
18:00	207	215	0	24	419	67	0	169	127	0	0	0	1228
18:15	189	199	0	18	357	81	0	140	114	0	0	0	1098
Grand Total	2546	2183	0	470	5299	966	0	4450	1946	0	0	0	17860
Apprch %	53.8	46.2	0	7	78.7	14.3	0	69.6	30.4	0	0	0	
Total %	14.3	12.2	0	2.6	29.7	5.4	0	24.9	10.9	0	0	0	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: CAMPUS DRIVE
E-W Direction: N. BRISTOL STREET

File Name : H1705005
Site Code : 00000000
Start Date : 5/2/2017

	CAMPUS DRIVE Southbound				N. BRISTOL STREET Westbound				CAMPUS DRIVE Northbound				N. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	52	55	0	107	40	214	39	293	0	405	**146**	551	0	0	0	0	951
07:45	**62**	51	0	113	38	237	50	325	0	**471**	134	605	0	0	0	0	1043
08:00	60	**68**	0	**128**	39	**246**	44	**329**	0	468	140	**608**	0	0	0	0	**1065**
08:15	58	62	0	120	**42**	220	**56**	318	0	442	129	571	0	0	0	0	1009
Total Volume	232	236	0	468	159	917	189	1265	0	1786	549	2335	0	0	0	0	4068
% App. Total	49.6	50.4	0		12.6	72.5	14.9		0	76.5	23.5		0	0	0		
PHF	.935	.868	.000	.914	.946	.932	.844	.961	.000	.948	.940	.960	.000	.000	.000	.000	.955

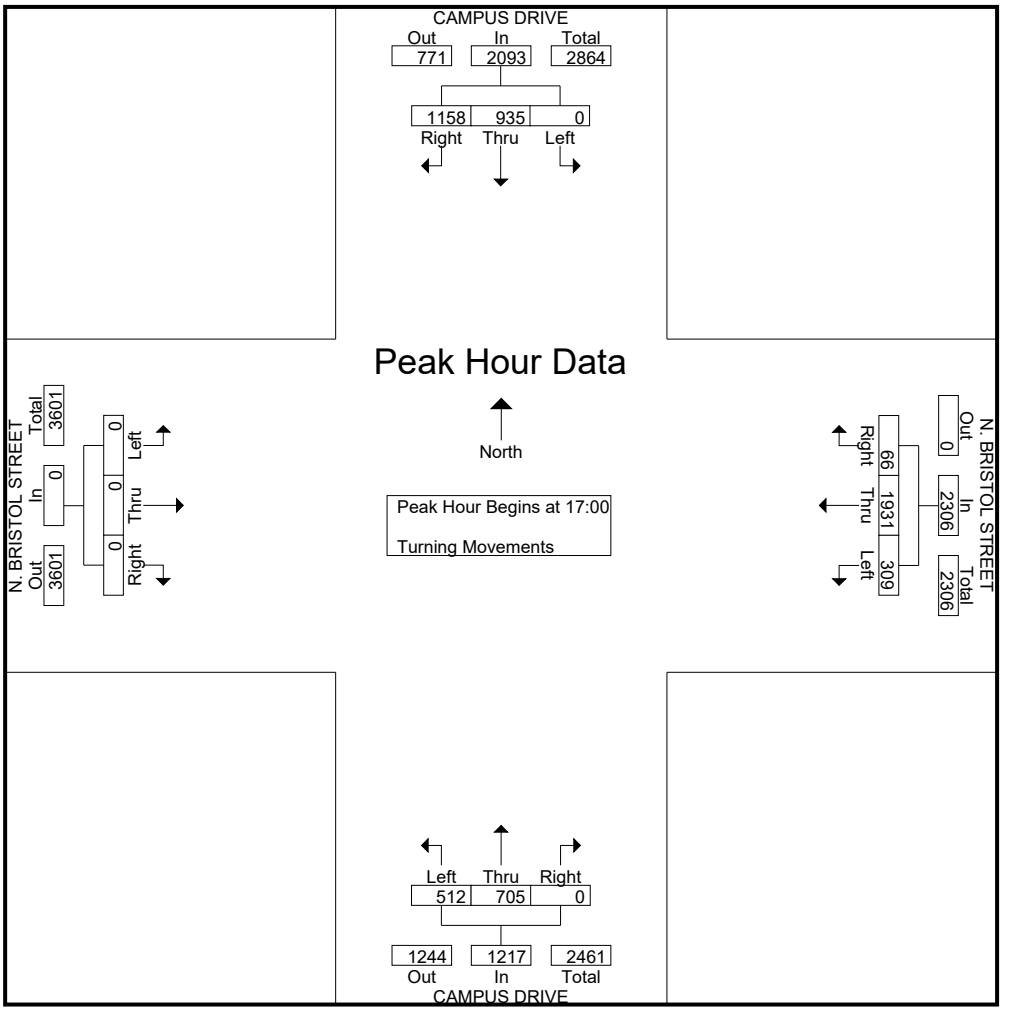


Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: CAMPUS DRIVE
E-W Direction: N. BRISTOL STREET

File Name : H1705005
Site Code : 00000000
Start Date : 5/2/2017

	CAMPUS DRIVE Southbound				N. BRISTOL STREET Westbound				CAMPUS DRIVE Northbound				N. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	295	231	0	526	15	**523**	76	**614**	0	**183**	**144**	**327**	0	0	0	0	**1467**
17:15	**316**	**256**	0	**572**	14	464	60	538	0	180	115	295	0	0	0	0	1405
17:30	311	221	0	532	18	475	85	578	0	172	135	307	0	0	0	0	1417
17:45	236	227	0	463	**19**	469	**88**	576	0	170	118	288	0	0	0	0	1327
Total Volume	1158	935	0	2093	66	1931	309	2306	0	705	512	1217	0	0	0	0	5616
% App. Total	55.3	44.7	0		2.9	83.7	13.4		0	57.9	42.1		0	0	0		
PHF	.916	.913	.000	.915	.868	.923	.878	.939	.000	.963	.889	.930	.000	.000	.000	.000	.957



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: CAMPUS DR / IRVINE AVE
E-W Direction: S. BRISTOL STREET

File Name : H1705001
Site Code : 00000000
Start Date : 5/2/2017

Groups Printed- Turning Movements

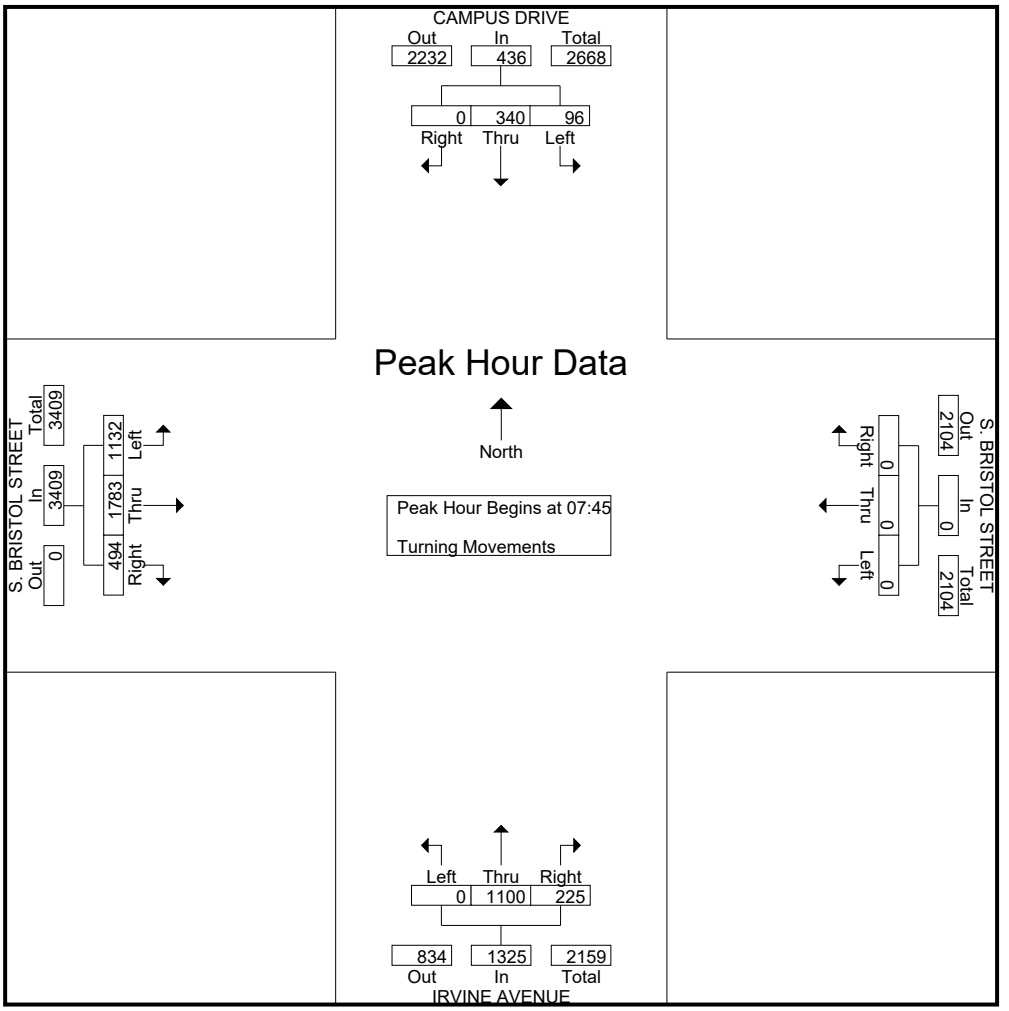
	CAMPUS DRIVE Southbound			S. BRISTOL STREET Westbound			IRVINE AVENUE Northbound			S. BRISTOL STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	0	54	18	0	0	0	34	138	0	106	299	194	843
07:15	0	77	30	0	0	0	36	215	0	101	306	227	992
07:30	0	76	21	0	0	0	46	261	0	103	364	266	1137
07:45	0	74	25	0	0	0	64	309	0	114	456	289	1331
Total	0	281	94	0	0	0	180	923	0	424	1425	976	4303
08:00	0	89	26	0	0	0	52	296	0	122	457	293	1335
08:15	0	90	22	0	0	0	54	279	0	137	451	286	1319
08:30	0	87	23	0	0	0	55	216	0	121	419	264	1185
08:45	0	98	36	0	0	0	56	223	0	146	396	267	1222
Total	0	364	107	0	0	0	217	1014	0	526	1723	1110	5061
*** BREAK ***													
16:30	0	185	28	0	0	0	44	178	0	149	251	141	976
16:45	0	220	48	0	0	0	49	140	0	141	266	128	992
Total	0	405	76	0	0	0	93	318	0	290	517	269	1968
17:00	0	255	46	0	0	0	62	192	0	169	275	128	1127
17:15	0	285	49	0	0	0	73	185	0	162	272	104	1130
17:30	0	257	27	0	0	0	53	209	0	142	299	111	1098
17:45	0	279	46	0	0	0	55	180	0	143	312	101	1116
Total	0	1076	168	0	0	0	243	766	0	616	1158	444	4471
18:00	0	231	38	0	0	0	66	173	0	168	225	115	1016
18:15	0	206	63	0	0	0	52	169	0	161	201	89	941
Grand Total	0	2563	546	0	0	0	851	3363	0	2185	5249	3003	17760
Apprch %	0	82.4	17.6	0	0	0	20.2	79.8	0	20.9	50.3	28.8	
Total %	0	14.4	3.1	0	0	0	4.8	18.9	0	12.3	29.6	16.9	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: CAMPUS DR / IRVINE AVE
E-W Direction: S. BRISTOL STREET

File Name : H1705001
Site Code : 00000000
Start Date : 5/2/2017

	CAMPUS DRIVE Southbound				S. BRISTOL STREET Westbound				IRVINE AVENUE Northbound				S. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	74	25	99	0	0	0	0	**64**	**309**	0	**373**	114	456	289	859	1331
08:00	0	89	**26**	**115**	0	0	0	0	52	296	0	348	122	**457**	**293**	872	**1335**
08:15	0	**90**	22	112	0	0	0	0	54	279	0	333	**137**	451	286	**874**	1319
08:30	0	87	23	110	0	0	0	0	55	216	0	271	121	419	264	804	1185
Total Volume	0	340	96	436	0	0	0	0	225	1100	0	1325	494	1783	1132	3409	5170
% App. Total	0	78	22		0	0	0		17	83	0		14.5	52.3	33.2		
PHF	.000	.944	.923	.948	.000	.000	.000	.000	.879	.890	.000	.888	.901	.975	.966	.975	.968

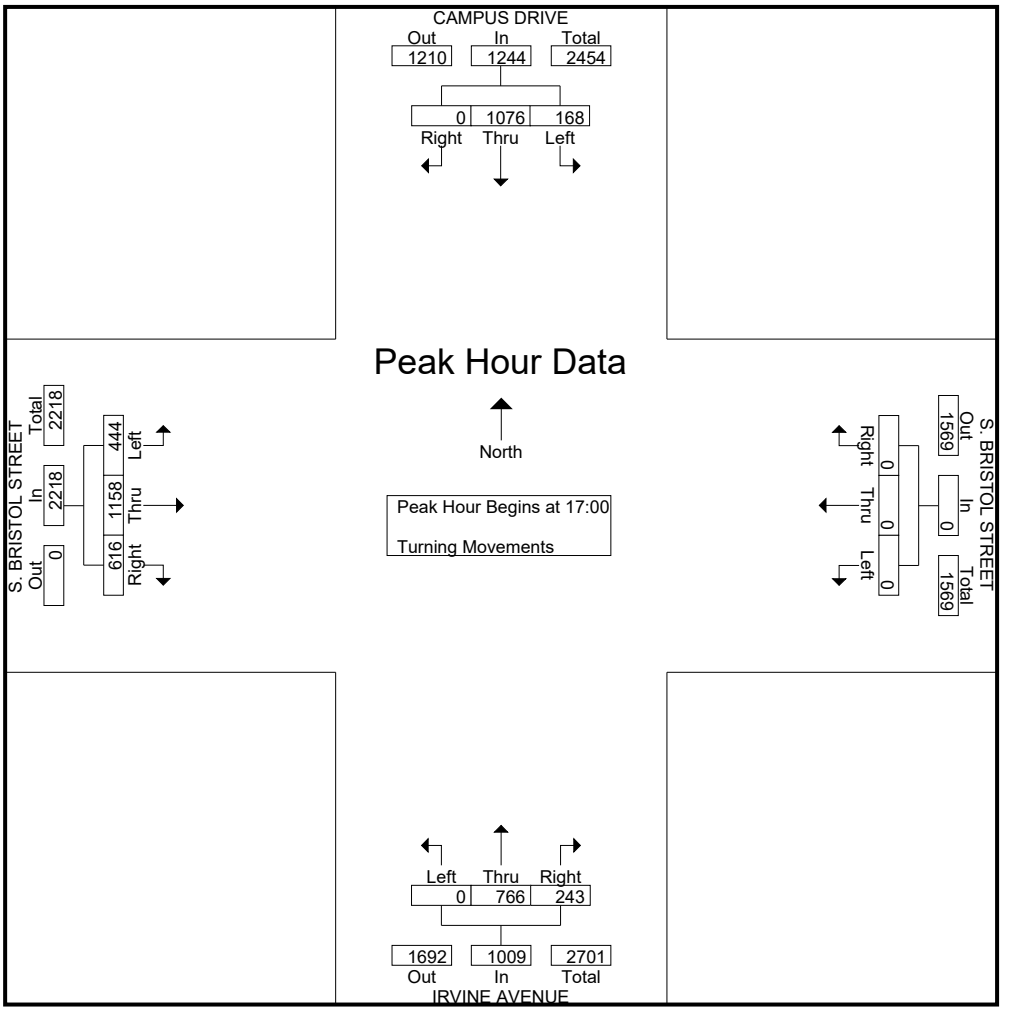


Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: CAMPUS DR / IRVINE AVE
E-W Direction: S. BRISTOL STREET

File Name : H1705001
Site Code : 00000000
Start Date : 5/2/2017

	CAMPUS DRIVE Southbound				S. BRISTOL STREET Westbound				IRVINE AVENUE Northbound				S. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	255	46	301	0	0	0	0	62	192	0	254	**169**	275	**128**	**572**	1127
17:15	0	**285**	**49**	**334**	0	0	0	0	**73**	185	0	258	162	272	104	538	**1130**
17:30	0	257	27	284	0	0	0	0	53	**209**	0	**262**	142	299	111	552	1098
17:45	0	279	46	325	0	0	0	0	55	180	0	235	143	**312**	101	556	1116
Total Volume	0	1076	168	1244	0	0	0	0	243	766	0	1009	616	1158	444	2218	4471
% App. Total	0	86.5	13.5		0	0	0		24.1	75.9	0		27.8	52.2	20		
PHF	.000	.944	.857	.931	.000	.000	.000	.000	.832	.916	.000	.963	.911	.928	.867	.969	.989



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: IRVINE AVENUE
E-W Direction: MESA DRIVE

File Name : H1703017
Site Code : 00000000
Start Date : 3/21/2017

Groups Printed- Turning Movements

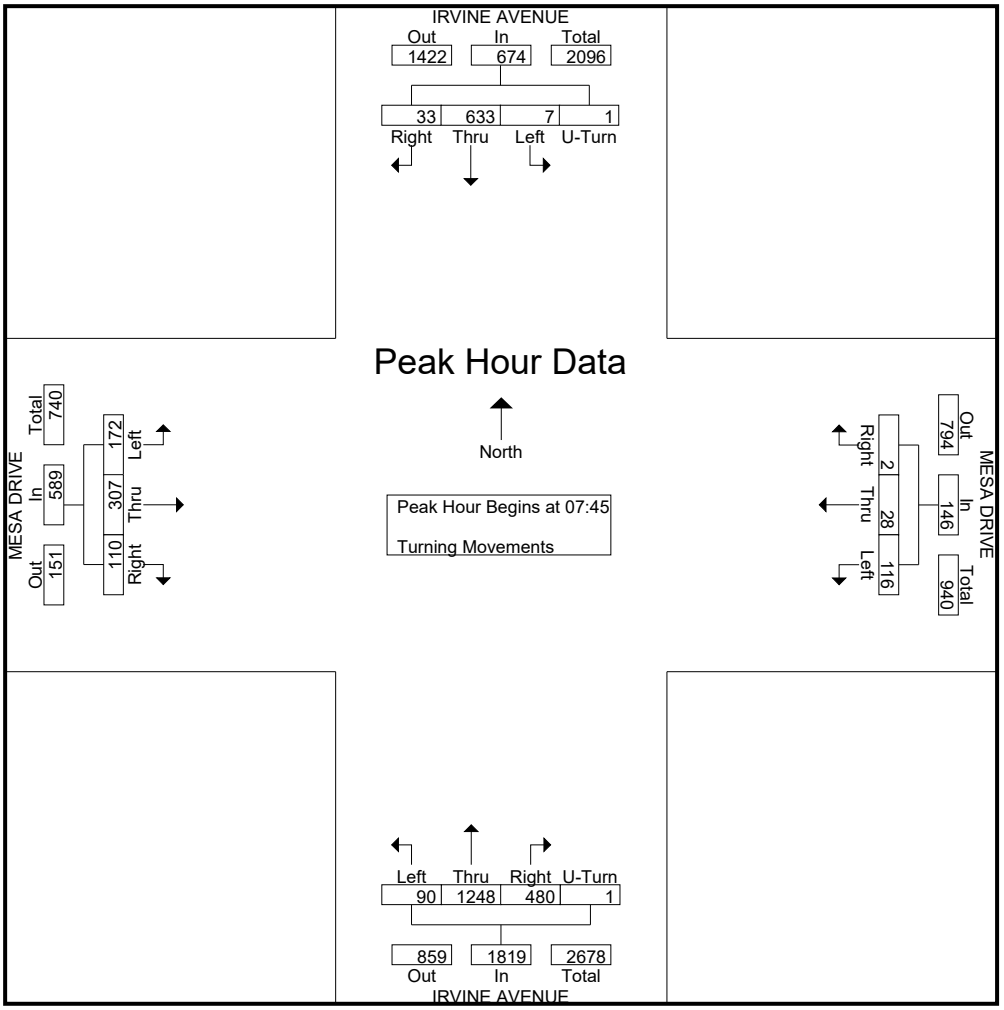
	IRVINE AVENUE Southbound				MESA DRIVE Westbound			IRVINE AVENUE Northbound				MESA DRIVE Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	Right	Thru	Left	U-Turn	Right	Thru	Left	Int. Total
07:00	6	91	4	0	0	4	12	25	162	12	0	14	18	11	359
07:15	6	114	1	0	0	5	16	67	201	8	0	11	24	14	467
07:30	15	111	3	0	1	4	30	90	274	22	0	26	44	31	651
07:45	11	168	1	0	0	5	26	123	321	27	0	28	80	51	841
Total	38	484	9	0	1	18	84	305	958	69	0	79	166	107	2318
08:00	6	173	1	1	0	9	34	123	325	25	0	39	74	45	855
08:15	6	147	3	0	2	7	34	113	303	19	1	24	77	46	782
08:30	10	145	2	0	0	7	22	121	299	19	0	19	76	30	750
08:45	10	137	2	0	2	11	39	109	241	14	0	18	67	29	679
Total	32	602	8	1	4	34	129	466	1168	77	1	100	294	150	3066
*** BREAK ***															
16:30	55	269	2	2	0	38	98	39	155	13	0	30	9	13	723
16:45	77	282	0	0	1	59	119	37	152	18	0	32	17	8	802
Total	132	551	2	2	1	97	217	76	307	31	0	62	26	21	1525
17:00	68	301	1	0	0	66	131	39	162	14	1	39	17	14	853
17:15	88	312	1	1	4	70	162	43	113	16	1	40	19	16	886
17:30	71	374	0	0	2	65	169	34	157	14	2	25	20	11	944
17:45	57	317	2	1	4	42	150	33	144	20	0	31	16	15	832
Total	284	1304	4	2	10	243	612	149	576	64	4	135	72	56	3515
18:00	41	288	1	1	2	34	107	27	131	16	0	48	11	4	711
18:15	29	305	2	0	2	27	79	34	122	13	0	22	11	13	659
Grand Total	556	3534	26	6	20	453	1228	1057	3262	270	5	446	580	351	11794
Apprch %	13.5	85.7	0.6	0.1	1.2	26.6	72.2	23	71	5.9	0.1	32.4	42.1	25.5	
Total %	4.7	30	0.2	0.1	0.2	3.8	10.4	9	27.7	2.3	0	3.8	4.9	3	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: IRVINE AVENUE
E-W Direction: MESA DRIVE

File Name : H1703017
Site Code : 00000000
Start Date : 3/21/2017
Page No : 2

	IRVINE AVENUE Southbound					MESA DRIVE Westbound				IRVINE AVENUE Northbound					MESA DRIVE Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:45																			
07:45	11	168	1	0	180	0	5	26	31	123	321	27	0	471	28	80	**51**	**159**	
08:00	**6**	**173**	1	**1**	**181**	0	**9**	**34**	**43**	**123**	**325**	25	0	**473**	**39**	74	45	158	**855**
08:15	**6**	**147**	**3**	0	156	**2**	**7**	**34**	**43**	**113**	**303**	**19**	**1**	436	24	77	46	147	782
08:30	10	145	2	0	157	0	7	22	29	121	299	19	0	439	19	76	30	125	750
Total Volume	33	633	7	1	674	2	28	116	146	480	1248	90	1	1819	110	307	172	589	3228
% App. Total	4.9	93.9	1	0.1		1.4	19.2	79.5		26.4	68.6	4.9	0.1		18.7	52.1	29.2		
PHF	.750	.915	.583	.250	.931	.250	.778	.853	.849	.976	.960	.833	.250	.961	.705	.959	.843	.926	.944

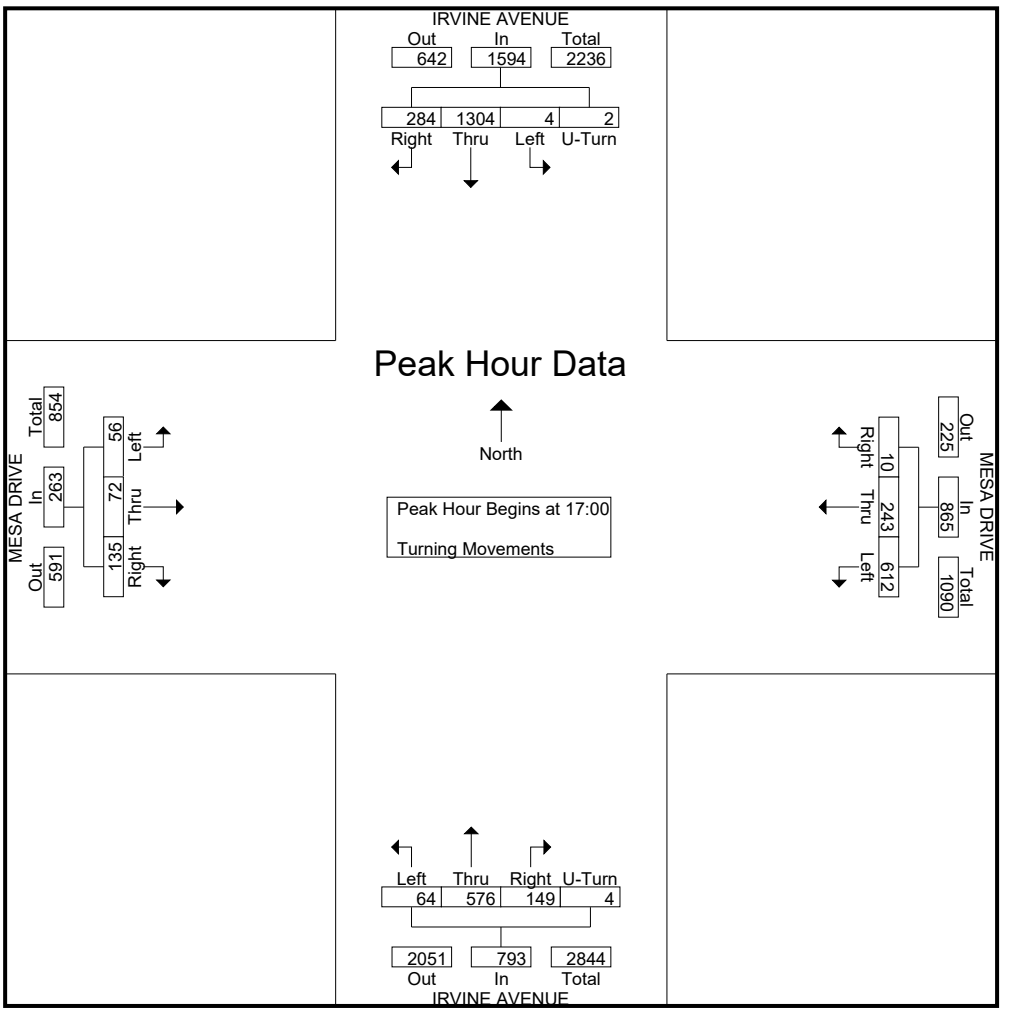


Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: IRVINE AVENUE
E-W Direction: MESA DRIVE

File Name : H1703017
Site Code : 00000000
Start Date : 3/21/2017
Page No : 3

	IRVINE AVENUE Southbound					MESA DRIVE Westbound				IRVINE AVENUE Northbound					MESA DRIVE Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 17:00																			
17:00	68	301	1	0	370	0	66	131	197	39	162			216					
17:15	88	312	1	1	402	**4**	**70**	162	**236**	**43**	113	16	1	173	**40**	19	**16**	**75**	
17:30	**71**	**374**	0	0	**445**	2	65	**169**	**236**	**34**	**157**	**14**	**2**	207	25	**20**	11	56	**944**
17:45	**57**	**317**	**2**	1	377	4	42	150	196	33	144	**20**	0	197	31	16	15	62	832
Total Volume	284	1304	4	2	1594	10	243	612	865	149	576	64	4	793	135	72	56	263	3515
% App. Total	17.8	81.8	0.3	0.1		1.2	28.1	70.8		18.8	72.6	8.1	0.5		51.3	27.4	21.3		
PHF	.807	.872	.500	.500	.896	.625	.868	.905	.916	.866	.889	.800	.500	.918	.844	.900	.875	.877	.931



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: BIRCH STREET

File Name : H1703025
Site Code : 00005060
Start Date : 4/6/2017

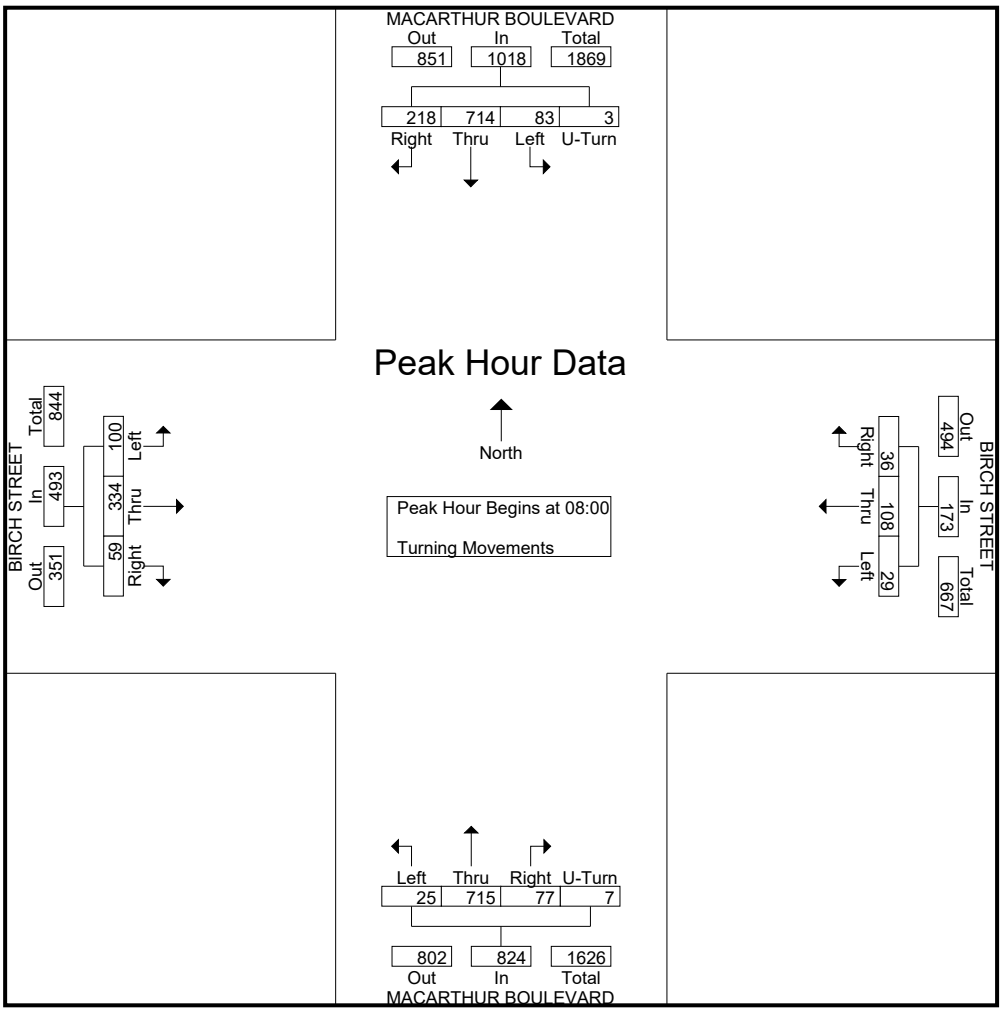
Groups Printed- Turning Movements

	MACARTHUR BOULEVARD Southbound				BIRCH STREET Westbound			MACARTHUR BOULEVARD Northbound				BIRCH STREET Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	Right	Thru	Left	U-Turn	Right	Thru	Left	Int. Total
07:00	16	90	10	0	3	13	2	7	74	4	0	9	34	14	276
07:15	37	118	6	2	10	15	4	6	102	1	1	9	41	22	374
07:30	43	163	19	4	10	12	4	7	94	8	2	9	66	24	465
07:45	31	171	21	0	9	24	5	23	160	7	0	12	71	30	564
Total	127	542	56	6	32	64	15	43	430	20	3	39	212	90	1679
08:00	52	184	23	2	8	33	7	14	180	4	4	19	98	27	655
08:15	48	164	19	0	11	20	6	17	165	4	0	19	83	29	585
08:30	48	148	23	1	11	21	11	22	177	9	3	13	79	22	588
08:45	70	218	18	0	6	34	5	24	193	8	0	8	74	22	680
Total	218	714	83	3	36	108	29	77	715	25	7	59	334	100	2508
16:30	36	169	6	0	26	53	16	8	193	16	2	6	56	63	650
16:45	49	170	10	1	44	82	19	1	192	19	1	6	47	63	704
Total	85	339	16	1	70	135	35	9	385	35	3	12	103	126	1354
17:00	55	178	10	0	37	114	15	7	169	23	2	13	67	80	770
17:15	47	251	14	3	38	138	30	6	212	41	3	7	63	68	921
17:30	46	221	11	0	44	101	22	6	172	24	0	12	74	70	803
17:45	40	208	8	0	48	143	15	6	228	19	2	5	42	59	823
Total	188	858	43	3	167	496	82	25	781	107	7	37	246	277	3317
18:00	32	156	5	1	24	77	10	9	113	17	2	12	44	67	569
18:15	36	166	3	2	30	79	16	5	162	23	2	12	36	65	637
Grand Total	686	2775	206	16	359	959	187	168	2586	227	24	171	975	725	10064
Apprch %	18.6	75.3	5.6	0.4	23.9	63.7	12.4	5.6	86.1	7.6	0.8	9.1	52.1	38.7	
Total %	6.8	27.6	2	0.2	3.6	9.5	1.9	1.7	25.7	2.3	0.2	1.7	9.7	7.2	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

File Name : H1703025
Site Code : 00005060
Start Date : 4/6/2017
Page No : 2

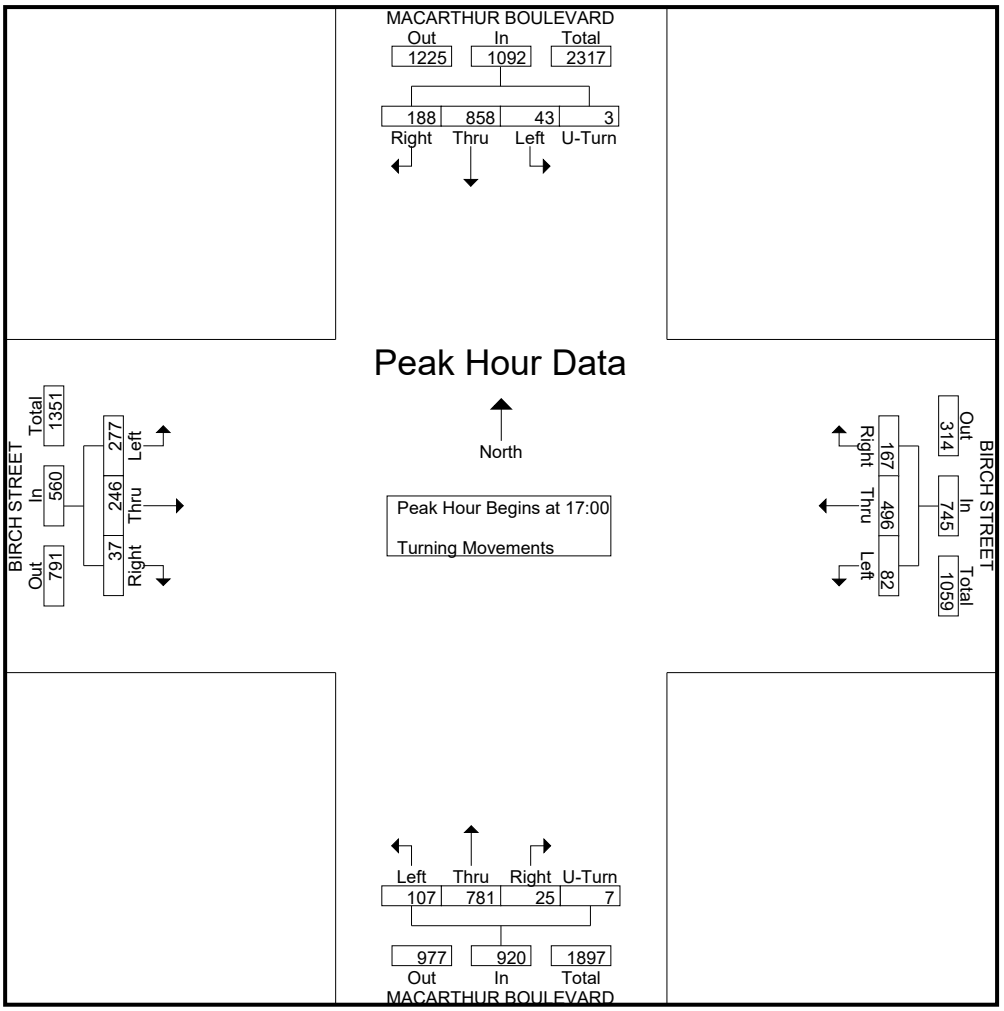
	MACARTHUR BOULEVARD Southbound					BIRCH STREET Westbound				MACARTHUR BOULEVARD Northbound					BIRCH STREET Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00																			
08:00	52	184	23	2					48	14	180	4	4		19	98		144	655
08:15	48	164	19	0	231	11	20	6	37	17	165	4	0	186	19	83	29		
08:30	48	148	23	1	220	11	21	11	43	22	177	9	3	211	13	79	22	114	588
08:45	70	218	18	0	306	6	34	5	45	24	193	8	0	225	8	74	22	104	680
Total Volume	218	714	83	3	1018	36	108	29	173	77	715	25	7	824	59	334	100	493	2508
% App. Total	21.4	70.1	8.2	0.3		20.8	62.4	16.8		9.3	86.8	3	0.8		12	67.7	20.3		
PHF	.779	.819	.902	.375	.832	.818	.794	.659	.901	.802	.926	.694	.438	.916	.776	.852	.862	.856	.922



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

File Name : H1703025
Site Code : 00005060
Start Date : 4/6/2017
Page No : 3

	MACARTHUR BOULEVARD Southbound					BIRCH STREET Westbound				MACARTHUR BOULEVARD Northbound					BIRCH STREET Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 17:00																			
17:00	**55**	178	10	0	243	37	114	15	166	**7**	169	23	2	201	**13**	67	**80**	**160**	**770**
17:15	**47**	**251**	**14**	**3**	**315**			**30**	**206**	**6**	**212**	**41**	**3**	**262**					**921**
17:30	**46**	**221**	**11**	**0**	**278**	**44**	**101**	**22**	**167**	**6**	**172**	**24**	**0**	**202**	**12**	**74**			
17:45	40	208	8	0	256	**48**	**143**	15	206	6	**228**	19	2	255	5	42	59	106	823
Total Volume	188	858	43	3	1092	167	496	82	745	25	781	107	7	920	37	246	277	560	3317
% App. Total	17.2	78.6	3.9	0.3		22.4	66.6	11		2.7	84.9	11.6	0.8		6.6	43.9	49.5		
PHF	.855	.855	.768	.250	.867	.870	.867	.683	.904	.893	.856	.652	.583	.878	.712	.831	.866	.875	.900



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: BIRCH STREET
E-W Direction: N. BRISTOL STREET

File Name : H1705006
Site Code : 00000000
Start Date : 5/2/2017

Groups Printed- Turning Movements

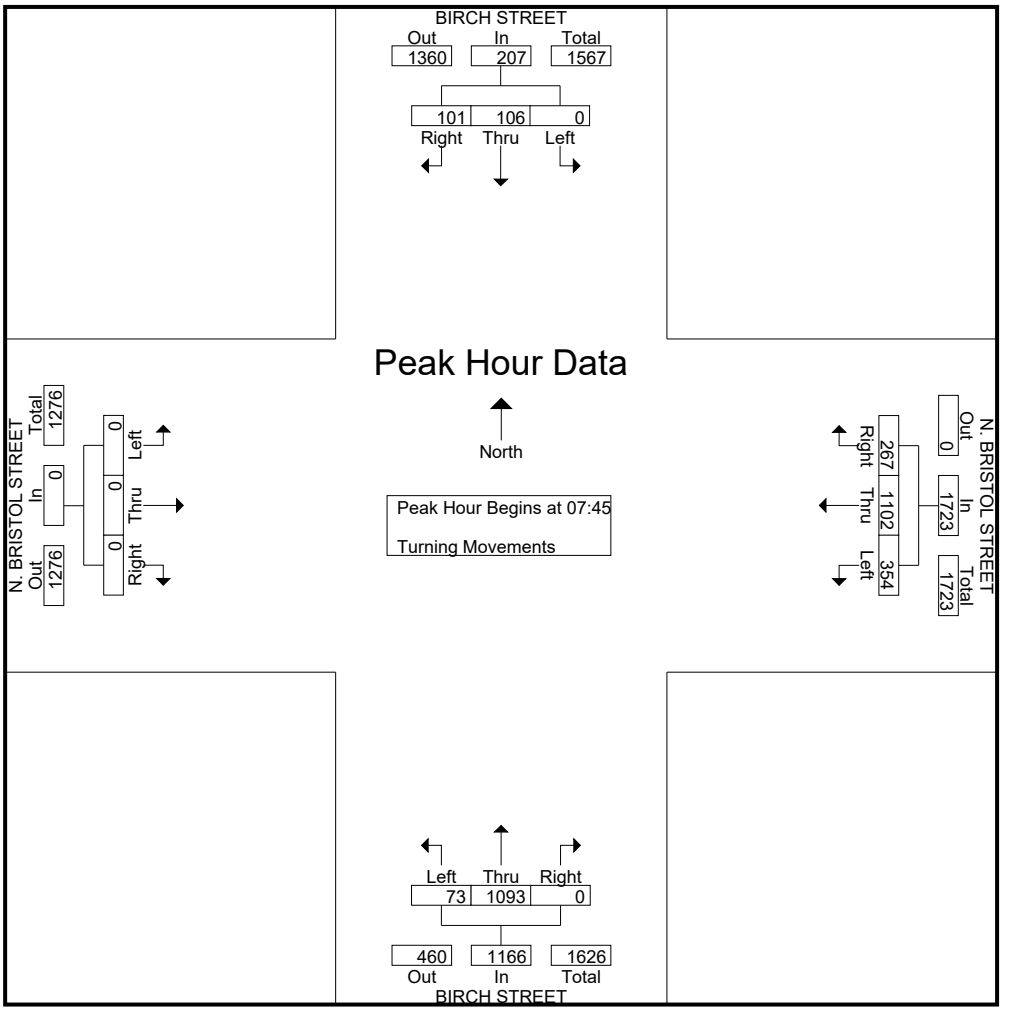
	BIRCH STREET Southbound			N. BRISTOL STREET Westbound			BIRCH STREET Northbound			N. BRISTOL STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	26	12	0	19	159	42	0	135	10	0	0	0	403
07:15	19	15	0	39	239	45	0	154	15	0	0	0	526
07:30	21	27	0	50	254	57	0	171	14	0	0	0	594
07:45	17	25	0	60	323	81	0	293	12	0	0	0	811
Total	83	79	0	168	975	225	0	753	51	0	0	0	2334
08:00	29	22	0	60	256	82	0	286	19	0	0	0	754
08:15	22	32	0	70	254	96	0	259	22	0	0	0	755
08:30	33	27	0	77	269	95	0	255	20	0	0	0	776
08:45	36	27	0	56	288	105	0	251	22	0	0	0	785
Total	120	108	0	263	1067	378	0	1051	83	0	0	0	3070
*** BREAK ***													
16:30	166	106	0	34	345	91	0	93	32	0	0	0	867
16:45	131	117	0	38	343	102	0	98	18	0	0	0	847
Total	297	223	0	72	688	193	0	191	50	0	0	0	1714
17:00	221	155	0	18	345	90	0	84	36	0	0	0	949
17:15	172	129	0	26	317	136	0	75	11	0	0	0	866
17:30	183	140	0	25	344	126	0	69	24	0	0	0	911
17:45	177	92	0	24	325	106	0	86	20	0	0	0	830
Total	753	516	0	93	1331	458	0	314	91	0	0	0	3556
18:00	136	81	0	25	338	86	0	53	29	0	0	0	748
18:15	110	71	0	21	280	104	0	34	17	0	0	0	637
Grand Total	1499	1078	0	642	4679	1444	0	2396	321	0	0	0	12059
Apprch %	58.2	41.8	0	9.5	69.2	21.3	0	88.2	11.8	0	0	0	
Total %	12.4	8.9	0	5.3	38.8	12	0	19.9	2.7	0	0	0	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: BIRCH STREET
E-W Direction: N. BRISTOL STREET

File Name : H1705006
Site Code : 00000000
Start Date : 5/2/2017
Page No : 2

	BIRCH STREET Southbound				N. BRISTOL STREET Westbound				BIRCH STREET Northbound				N. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	17	25	0	42	60	**323**	81	**464**	0	**293**	12	**305**	0	0	0	0	**811**
08:00	29	22	0	51	60	256	82	398	0	286	19	305	0	0	0	0	754
08:15	22	**32**	0	54	70	254	**96**	420	0	259	**22**	281	0	0	0	0	755
08:30	**33**	27	0	**60**	**77**	269	95	441	0	255	20	275	0	0	0	0	776
Total Volume	101	106	0	207	267	1102	354	1723	0	1093	73	1166	0	0	0	0	3096
% App. Total	48.8	51.2	0		15.5	64	20.5		0	93.7	6.3		0	0	0		
PHF	.765	.828	.000	.863	.867	.853	.922	.928	.000	.933	.830	.956	.000	.000	.000	.000	.954

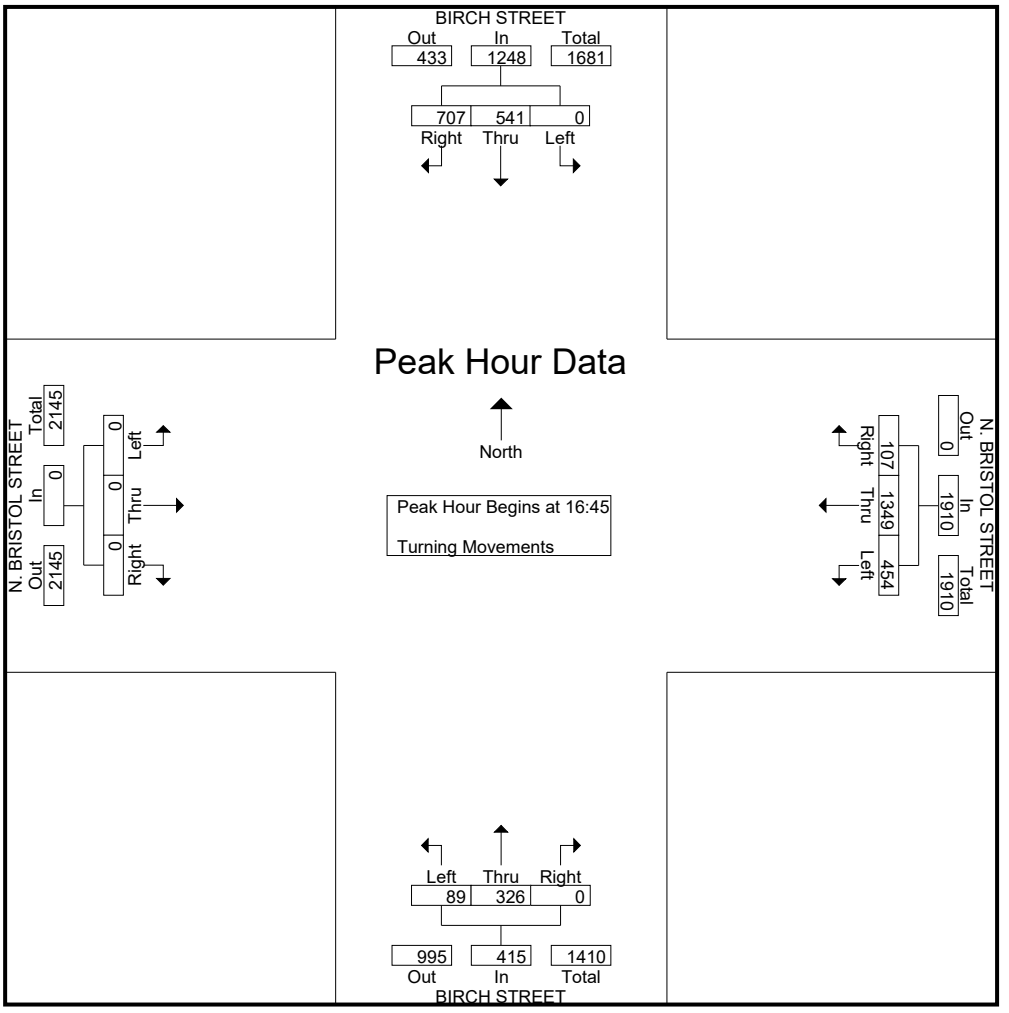


Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: BIRCH STREET
E-W Direction: N. BRISTOL STREET

File Name : H1705006
Site Code : 00000000
Start Date : 5/2/2017

	BIRCH STREET Southbound				N. BRISTOL STREET Westbound				BIRCH STREET Northbound				N. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	131	117	0	248	**38**	343	102	483	0	**98**	18	116	0	0	0	0	847
17:00	**221**	**155**	0	**376**	18	**345**	90	453	0	84	**36**	**120**	0	0	0	0	**949**
17:15	172	129	0	301	26	317	**136**	479	0	75	11	86	0	0	0	0	866
17:30	183	140	0	323	25	344	126	**495**	0	69	24	93	0	0	0	0	911
Total Volume	707	541	0	1248	107	1349	454	1910	0	326	89	415	0	0	0	0	3573
% App. Total	56.7	43.3	0		5.6	70.6	23.8		0	78.6	21.4		0	0	0		
PHF	.800	.873	.000	.830	.704	.978	.835	.965	.000	.832	.618	.865	.000	.000	.000	.000	.941



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: BIRCH STREET
E-W Direction: S. BRISTOL STREET

File Name : H1705002
Site Code : 00000000
Start Date : 5/2/2017

Groups Printed- Turning Movements

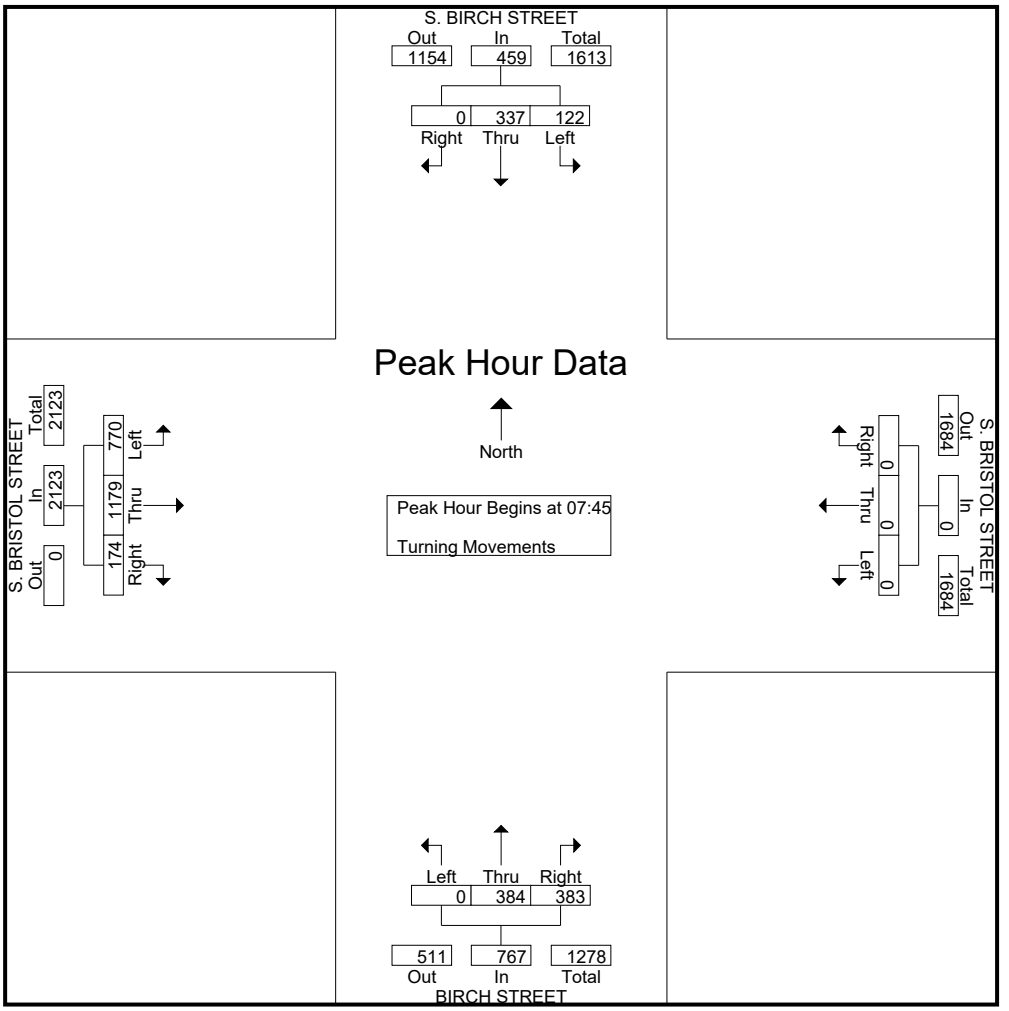
	S. BIRCH STREET Southbound			S. BRISTOL STREET Westbound			BIRCH STREET Northbound			S. BRISTOL STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	0	35	19	0	0	0	33	21	0	43	195	122	468
07:15	0	45	19	0	0	0	47	50	0	31	204	123	519
07:30	0	53	25	0	0	0	89	62	0	25	278	137	669
07:45	0	88	27	0	0	0	109	91	0	37	297	218	867
Total	0	221	90	0	0	0	278	224	0	136	974	600	2523
08:00	0	75	27	0	0	0	92	96	0	43	311	187	831
08:15	0	93	33	0	0	0	95	100	0	38	304	192	855
08:30	0	81	35	0	0	0	87	97	0	56	267	173	796
08:45	0	97	42	0	0	0	76	92	0	38	259	178	782
Total	0	346	137	0	0	0	350	385	0	175	1141	730	3264
*** BREAK ***													
16:30	0	128	69	0	0	0	53	50	0	34	218	69	621
16:45	0	145	72	0	0	0	57	39	0	21	268	80	682
Total	0	273	141	0	0	0	110	89	0	55	486	149	1303
17:00	0	182	59	0	0	0	74	69	0	29	299	54	766
17:15	0	210	50	0	0	0	76	37	0	33	313	51	770
17:30	0	215	64	0	0	0	76	41	0	26	298	50	770
17:45	0	140	52	0	0	0	60	50	0	32	332	53	719
Total	0	747	225	0	0	0	286	197	0	120	1242	208	3025
18:00	0	125	49	0	0	0	61	39	0	17	290	43	624
18:15	0	117	55	0	0	0	45	23	0	24	249	32	545
Grand Total	0	1829	697	0	0	0	1130	957	0	527	4382	1762	11284
Apprch %	0	72.4	27.6	0	0	0	54.1	45.9	0	7.9	65.7	26.4	
Total %	0	16.2	6.2	0	0	0	10	8.5	0	4.7	38.8	15.6	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: BIRCH STREET
E-W Direction: S. BRISTOL STREET

File Name : H1705002
Site Code : 00000000
Start Date : 5/2/2017

	S. BIRCH STREET Southbound				S. BRISTOL STREET Westbound				BIRCH STREET Northbound				S. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	88	27	115	0	0	0	0	**109**	91	0	**200**	37	297	**218**	**552**	**867**
08:00	0	75	27	102	0	0	0	0	92	96	0	188	43	**311**	187	541	831
08:15	0	**93**	33	**126**	0	0	0	0	95	**100**	0	195	38	304	192	534	855
08:30	0	81	**35**	116	0	0	0	0	87	97	0	184	**56**	267	173	496	796
Total Volume	0	337	122	459	0	0	0	0	383	384	0	767	174	1179	770	2123	3349
% App. Total	0	73.4	26.6		0	0	0		49.9	50.1	0		8.2	55.5	36.3		
PHF	.000	.906	.871	.911	.000	.000	.000	.000	.878	.960	.000	.959	.777	.948	.883	.962	.966

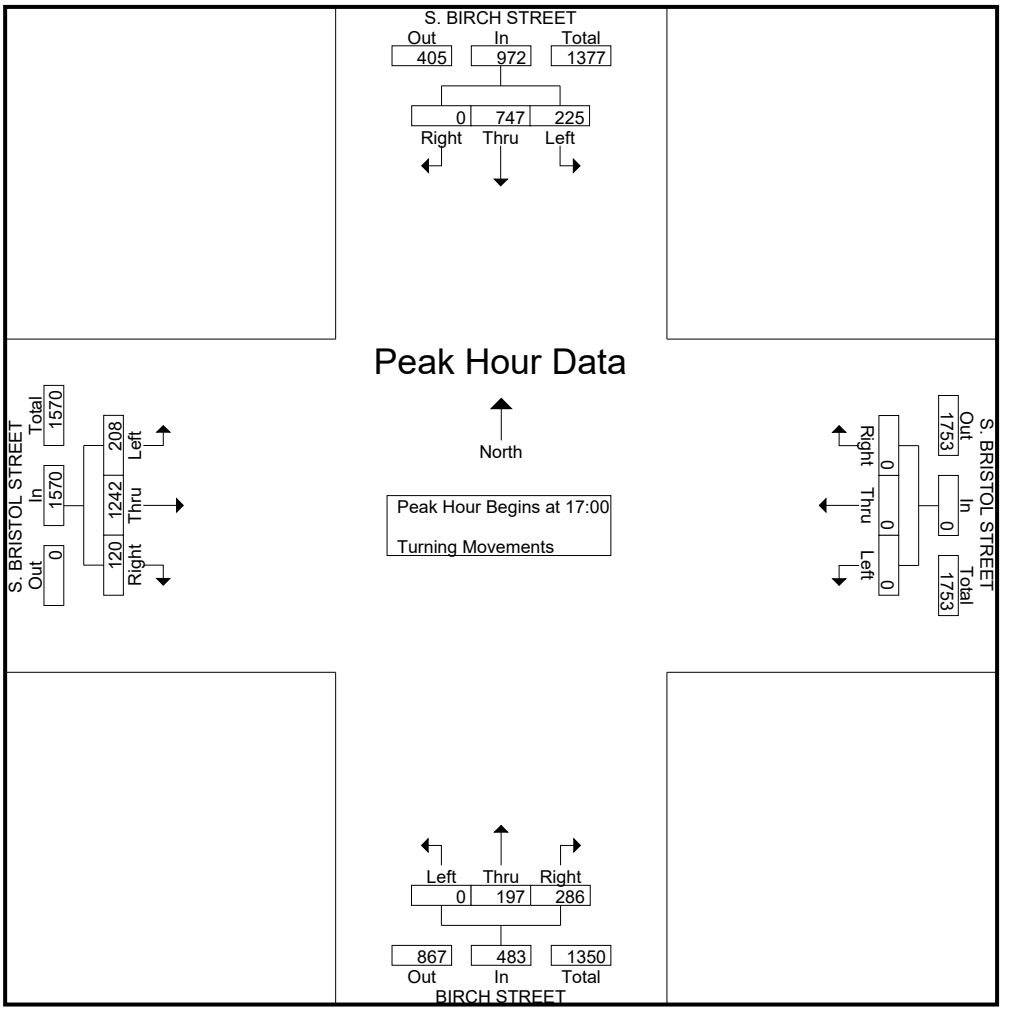


Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: BIRCH STREET
E-W Direction: S. BRISTOL STREET

File Name : H1705002
Site Code : 00000000
Start Date : 5/2/2017
Page No : 3

	S. BIRCH STREET Southbound				S. BRISTOL STREET Westbound				BIRCH STREET Northbound				S. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	182	59	241	0	0	0	0	74	**69**	0	**143**	29	299	**54**	382	766
17:15	0	210	50	260	0	0	0	0	**76**	37	0	113	**33**	313	51	397	**770**
17:30	0	**215**	**64**	**279**	0	0	0	0	76	41	0	117	26	298	50	374	770
17:45	0	140	52	192	0	0	0	0	60	50	0	110	32	**332**	53	**417**	719
Total Volume	0	747	225	972	0	0	0	0	286	197	0	483	120	1242	208	1570	3025
% App. Total	0	76.9	23.1		0	0	0		59.2	40.8	0		7.6	79.1	13.2		
PHF	.000	.869	.879	.871	.000	.000	.000	.000	.941	.714	.000	.844	.909	.935	.963	.941	.982



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: VON KARMAN AVENUE
E-W Direction: CAMPUS DRIVE

File Name : H1703008
Site Code : 00005060
Start Date : 3/23/2017

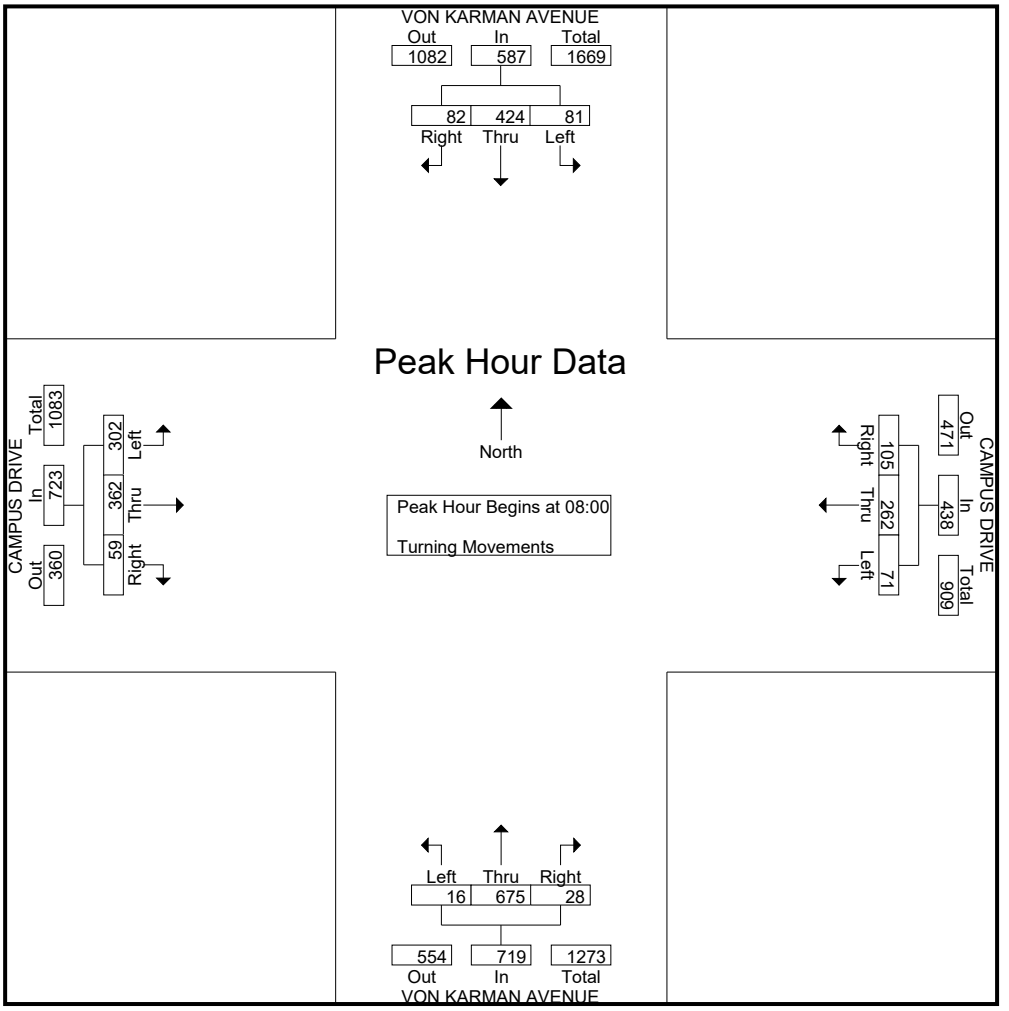
Groups Printed- Turning Movements

	VON KARMAN AVENUE Southbound			CAMPUS DRIVE Westbound			VON KARMAN AVENUE Northbound			CAMPUS DRIVE Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	18	32	4	7	24	8	3	35	1	5	43	36	216
07:15	6	45	14	9	28	4	10	56	0	11	72	43	298
07:30	9	78	14	7	36	11	2	102	2	7	71	43	382
07:45	11	102	27	18	49	12	6	130	3	13	86	59	516
Total	44	257	59	41	137	35	21	323	6	36	272	181	1412
08:00	14	111	15	30	57	11	7	140	2	14	111	80	592
08:15	29	95	16	19	63	16	6	175	3	12	89	79	602
08:30	23	109	24	27	63	19	5	192	4	18	79	73	636
08:45	16	109	26	29	79	25	10	168	7	15	83	70	637
Total	82	424	81	105	262	71	28	675	16	59	362	302	2467
16:30	82	90	22	12	84	8	12	109	5	4	86	48	562
16:45	82	116	19	25	104	6	13	103	5	8	87	34	602
Total	164	206	41	37	188	14	25	212	10	12	173	82	1164
17:00	59	130	25	33	121	6	14	101	10	5	99	41	644
17:15	81	121	26	15	113	9	20	106	7	14	102	33	647
17:30	95	154	32	19	170	11	38	131	13	18	125	39	845
17:45	97	204	30	26	148	10	37	135	9	19	149	46	910
Total	332	609	113	93	552	36	109	473	39	56	475	159	3046
18:00	77	165	40	25	154	11	20	122	6	13	104	31	768
18:15	68	146	21	11	137	4	17	118	16	19	122	28	707
Grand Total	767	1807	355	312	1430	171	220	1923	93	195	1508	783	9564
Apprch %	26.2	61.7	12.1	16.3	74.8	8.9	9.8	86	4.2	7.8	60.7	31.5	
Total %	8	18.9	3.7	3.3	15	1.8	2.3	20.1	1	2	15.8	8.2	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

File Name : H1703008
Site Code : 00005060
Start Date : 3/23/2017
Page No : 2

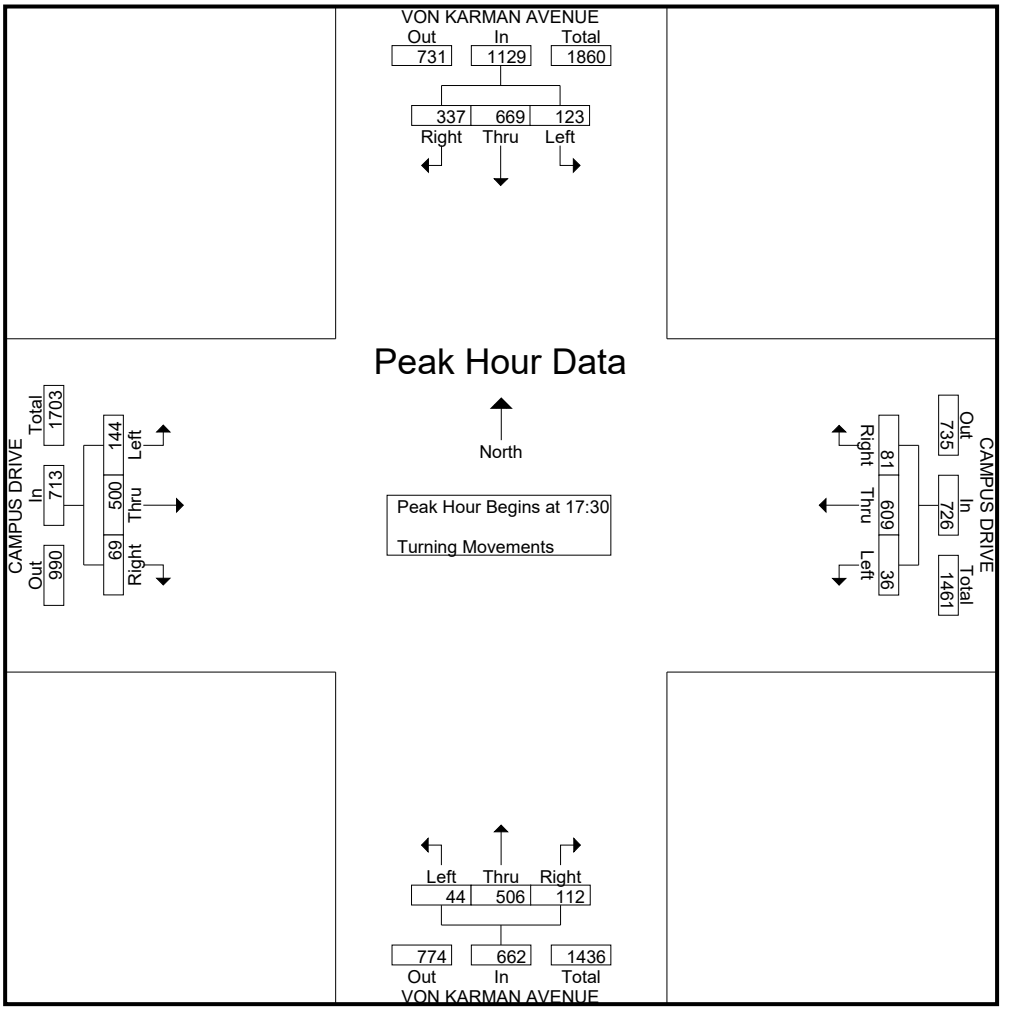
	VON KARMAN AVENUE Southbound				CAMPUS DRIVE Westbound				VON KARMAN AVENUE Northbound				CAMPUS DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	14	**111**	15	140	**30**	57	11	98	7	140	2	149	14	**111**	**80**	**205**	592
08:15	**29**	95	16	140	19	63	16	98	6	175	3	184	12	89	79	180	602
08:30	23	109	24	**156**	27	63	19	109	5	**192**	4	**201**	**18**	79	73	170	636
08:45	16	109	**26**	151	29	**79**	**25**	**133**	**10**	168	**7**	185	15	83	70	168	**637**
Total Volume	82	424	81	587	105	262	71	438	28	675	16	719	59	362	302	723	2467
% App. Total	14	72.2	13.8		24	59.8	16.2		3.9	93.9	2.2		8.2	50.1	41.8		
PHF	.707	.955	.779	.941	.875	.829	.710	.823	.700	.879	.571	.894	.819	.815	.944	.882	.968



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

File Name : H1703008
Site Code : 00005060
Start Date : 3/23/2017
Page No : 3

	VON KARMAN AVENUE Southbound				CAMPUS DRIVE Westbound				VON KARMAN AVENUE Northbound				CAMPUS DRIVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:30																	
17:30	95	154	32	281	19	**170**	**11**	**200**	**38**	131	13	**182**	18	125	39	182	845
17:45	**97**	**204**	30	**331**	**26**	148	10	184	37	**135**	9	181	**19**	**149**	**46**	**214**	**910**
18:00	77	165	**40**	282	25	154	11	190	20	122	6	148	13	104	31	148	768
18:15	68	146	21	235	11	137	4	152	17	118	**16**	151	19	122	28	169	707
Total Volume	337	669	123	1129	81	609	36	726	112	506	44	662	69	500	144	713	3230
% App. Total	29.8	59.3	10.9		11.2	83.9	5		16.9	76.4	6.6		9.7	70.1	20.2		
PHF	.869	.820	.769	.853	.779	.896	.818	.908	.737	.937	.688	.909	.908	.839	.783	.833	.887



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: VON KARMAN / NEWPORT PL

File Name : H1703024
Site Code : 00005060
Start Date : 4/13/2017
Page No : 1

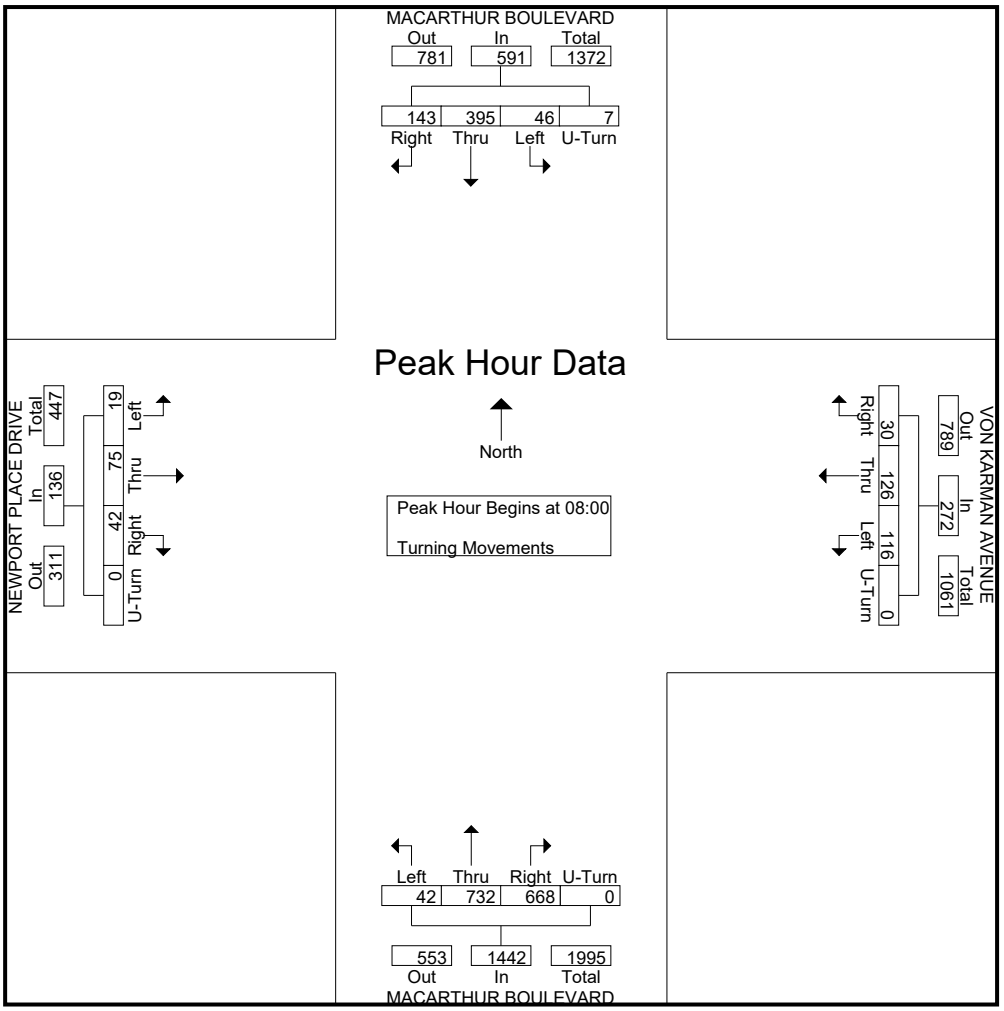
Groups Printed- Turning Movements

	MACARTHUR BOULEVARD Southbound				VON KARMAN AVENUE Westbound				MACARTHUR BOULEVARD Northbound				NEWPORT PLACE DRIVE Eastbound				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00	18	48	6	0	4	11	13	0	57	97	3	0	4	8	3	0	272
07:15	22	84	6	3	0	12	15	0	73	117	4	0	1	11	5	0	353
07:30	24	104	13	0	3	21	20	0	103	137	8	0	2	10	5	0	450
07:45	31	97	12	2	8	14	34	0	139	170	17	0	3	13	4	0	544
Total	95	333	37	5	15	58	82	0	372	521	32	0	10	42	17	0	1619
08:00	35	93	16	1	1	33	28	0	170	157	9	0	6	20	4	0	573
08:15	41	116	12	1	8	31	24	0	162	203	6	0	14	14	7	0	639
08:30	30	89	11	2	7	29	26	0	163	202	17	0	9	18	3	0	606
08:45	37	97	7	3	14	33	38	0	173	170	10	0	13	23	5	0	623
Total	143	395	46	7	30	126	116	0	668	732	42	0	42	75	19	0	2441
16:30	29	122	8	7	13	13	82	1	41	130	8	1	31	41	18	5	550
16:45	13	169	7	1	8	19	87	0	35	134	7	1	48	32	22	2	585
Total	42	291	15	8	21	32	169	1	76	264	15	2	79	73	40	7	1135
17:00	13	186	7	1	15	21	155	0	40	155	7	2	43	57	37	1	740
17:15	14	246	9	1	19	38	155	0	52	207	10	1	82	47	25	2	908
17:30	10	201	8	3	23	30	170	0	34	186	7	3	55	36	18	1	785
17:45	13	209	2	0	23	20	127	0	45	169	5	0	41	31	16	1	702
Total	50	842	26	5	80	109	607	0	171	717	29	6	221	171	96	5	3135
18:00	7	190	11	0	20	20	137	0	37	111	5	0	36	25	16	0	615
18:15	8	186	2	1	14	8	101	0	25	119	5	2	31	17	13	1	533
Grand Total	345	2237	137	26	180	353	1212	1	1349	2464	128	10	419	403	201	13	9478
Apprch %	12.6	81.5	5	0.9	10.3	20.2	69.4	0.1	34.1	62.4	3.2	0.3	40.4	38.9	19.4	1.3	
Total %	3.6	23.6	1.4	0.3	1.9	3.7	12.8	0	14.2	26	1.4	0.1	4.4	4.3	2.1	0.1	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

File Name : H1703024
Site Code : 00005060
Start Date : 4/13/2017
Page No : 2

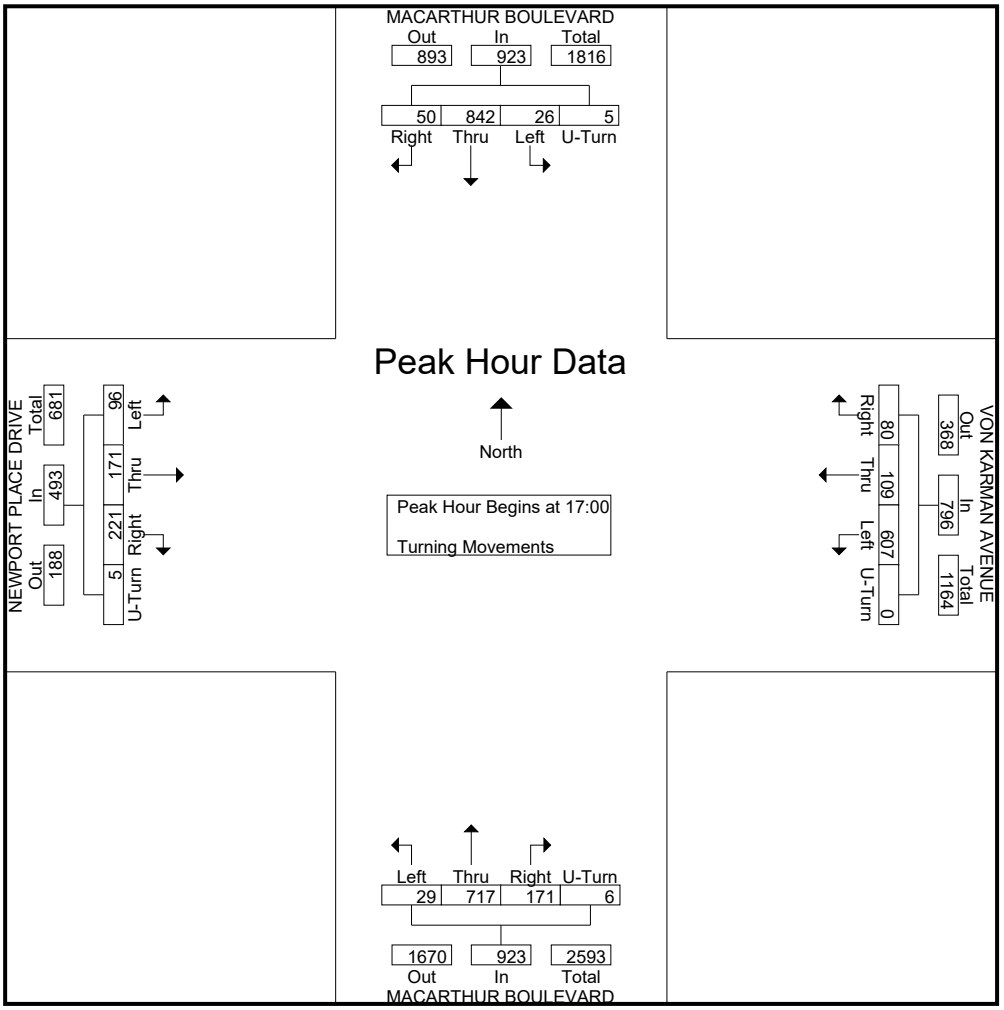
	MACARTHUR BOULEVARD Southbound					VON KARMAN AVENUE Westbound					MACARTHUR BOULEVARD Northbound					NEWPORT PLACE DRIVE Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	35	93	16	1	145	1	33	28	0	62	170	157	9	0	336	6	20	4	0	30	573
08:15	41	116			170							203				14		7			639
08:30	30	89	11	2	132	7	29	26	0	62	163	202	17	0	382						
08:45	37	97	7	3	144	14	33	38	0	85	173	170	10	0	353	13	23	5	0	41	623
Total Volume	143	395	46	7	591	30	126	116	0	272	668	732	42	0	1442	42	75	19	0	136	2441
% App. Total	24.2	66.8	7.8	1.2		11	46.3	42.6	0		46.3	50.8	2.9	0		30.9	55.1	14	0		
PHF	.872	.851	.719	.583	.869	.536	.955	.763	.000	.800	.965	.901	.618	.000	.944	.750	.815	.679	.000	.829	.955



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

File Name : H1703024
Site Code : 00005060
Start Date : 4/13/2017
Page No : 3

	MACARTHUR BOULEVARD Southbound					VON KARMAN AVENUE Westbound					MACARTHUR BOULEVARD Northbound					NEWPORT PLACE DRIVE Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	13	186	7	1	207	15	21	155	0	191	40	155	7	2	204	43	**57**	**37**	1	138	740
17:15	**14**	**246**	**9**	**1**	**270**	19	**38**	**155**	**0**	**212**	**52**	**207**	**10**	**1**	**270**	**82**	47	25	**2**	**156**	**908**
17:30	**10**	**201**	**8**	**3**	**222**	**23**		**170**		**223**	**34**	**186**	**7**	**3**	**230**	**55**	**36**	**18**	**1**	**110**	**785**
17:45	**13**	**209**	**2**	**0**	**224**	**23**	**20**	**127**	**0**	**170**	**45**	**169**	**5**	**0**	**219**	**41**	**31**	**16**	**1**	**89**	**702**
Total Volume																					
% App. Total	5.4	91.2	2.8	0.5		10.1	13.7	76.3	0		18.5	77.7	3.1	0.7		44.8	34.7	19.5	1		
PHF	.893	.856	.722	.417	.855	.870	.717	.893	.000	.892	.822	.866	.725	.500	.855	.674	.750	.649	.625	.790	.863



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: BAYVIEW PLACE
E-W Direction: S. BRISTOL STREET

File Name : H1705003
Site Code : 00000000
Start Date : 5/2/2017

Groups Printed- Turning Movements

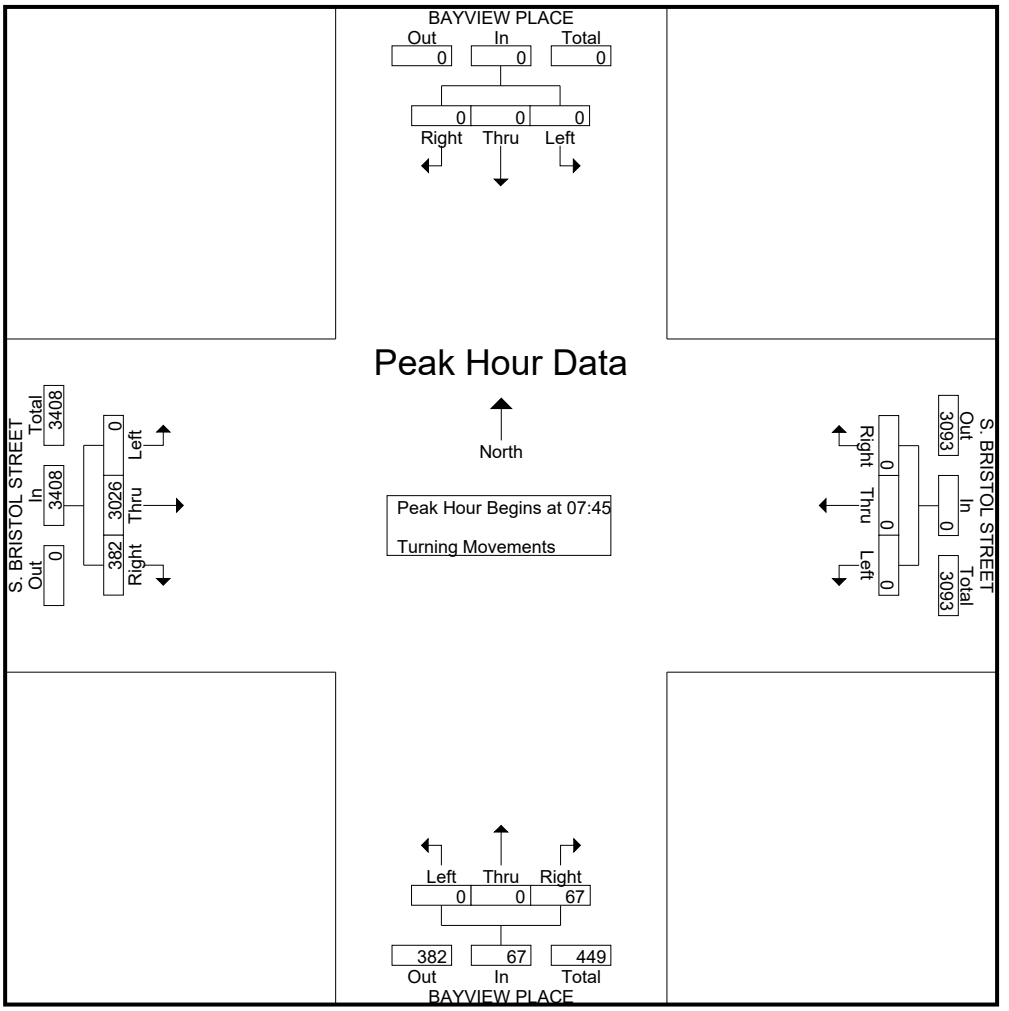
	BAYVIEW PLACE Southbound			S. BRISTOL STREET Westbound			BAYVIEW PLACE Northbound			S. BRISTOL STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	0	0	0	0	0	0	24	0	0	53	580	0	657
07:15	0	0	0	0	0	0	18	0	0	66	588	0	672
07:30	0	0	0	0	0	0	15	0	0	81	729	0	825
07:45	0	0	0	0	0	0	20	0	0	91	753	0	864
Total	0	0	0	0	0	0	77	0	0	291	2650	0	3018
08:00	0	0	0	0	0	0	13	0	0	100	782	0	895
08:15	0	0	0	0	0	0	16	0	0	105	763	0	884
08:30	0	0	0	0	0	0	18	0	0	86	728	0	832
08:45	0	0	0	0	0	0	25	0	0	74	710	0	809
Total	0	0	0	0	0	0	72	0	0	365	2983	0	3420
*** BREAK ***													
16:30	0	0	0	0	0	0	87	0	0	24	548	0	659
16:45	0	0	0	0	0	0	62	0	0	23	577	0	662
Total	0	0	0	0	0	0	149	0	0	47	1125	0	1321
17:00	0	0	0	0	0	0	122	0	0	29	630	0	781
17:15	0	0	0	0	0	0	79	0	0	35	628	0	742
17:30	0	0	0	0	0	0	103	0	0	32	616	0	751
17:45	0	0	0	0	0	0	64	0	0	34	611	0	709
Total	0	0	0	0	0	0	368	0	0	130	2485	0	2983
18:00	0	0	0	0	0	0	62	0	0	40	583	0	685
18:15	0	0	0	0	0	0	60	0	0	30	469	0	559
Grand Total	0	0	0	0	0	0	788	0	0	903	10295	0	11986
Apprch %	0	0	0	0	0	0	100	0	0	8.1	91.9	0	
Total %	0	0	0	0	0	0	6.6	0	0	7.5	85.9	0	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: BAYVIEW PLACE
E-W Direction: S. BRISTOL STREET

File Name : H1705003
Site Code : 00000000
Start Date : 5/2/2017

	BAYVIEW PLACE Southbound				S. BRISTOL STREET Westbound				BAYVIEW PLACE Northbound				S. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	0	0	0	0	0	0	0	**20**	0	0	**20**	91	753	0	844	864
08:00	0	0	0	0	0	0	0	0	13	0	0	13	100	**782**	0	**882**	**895**
08:15	0	0	0	0	0	0	0	0	16	0	0	16	**105**	763	0	868	884
08:30	0	0	0	0	0	0	0	0	18	0	0	18	86	728	0	814	832
Total Volume	0	0	0	0	0	0	0	0	67	0	0	67	382	3026	0	3408	3475
% App. Total	0	0	0		0	0	0		100	0	0		11.2	88.8	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.838	.000	.000	.838	.910	.967	.000	.966	.971

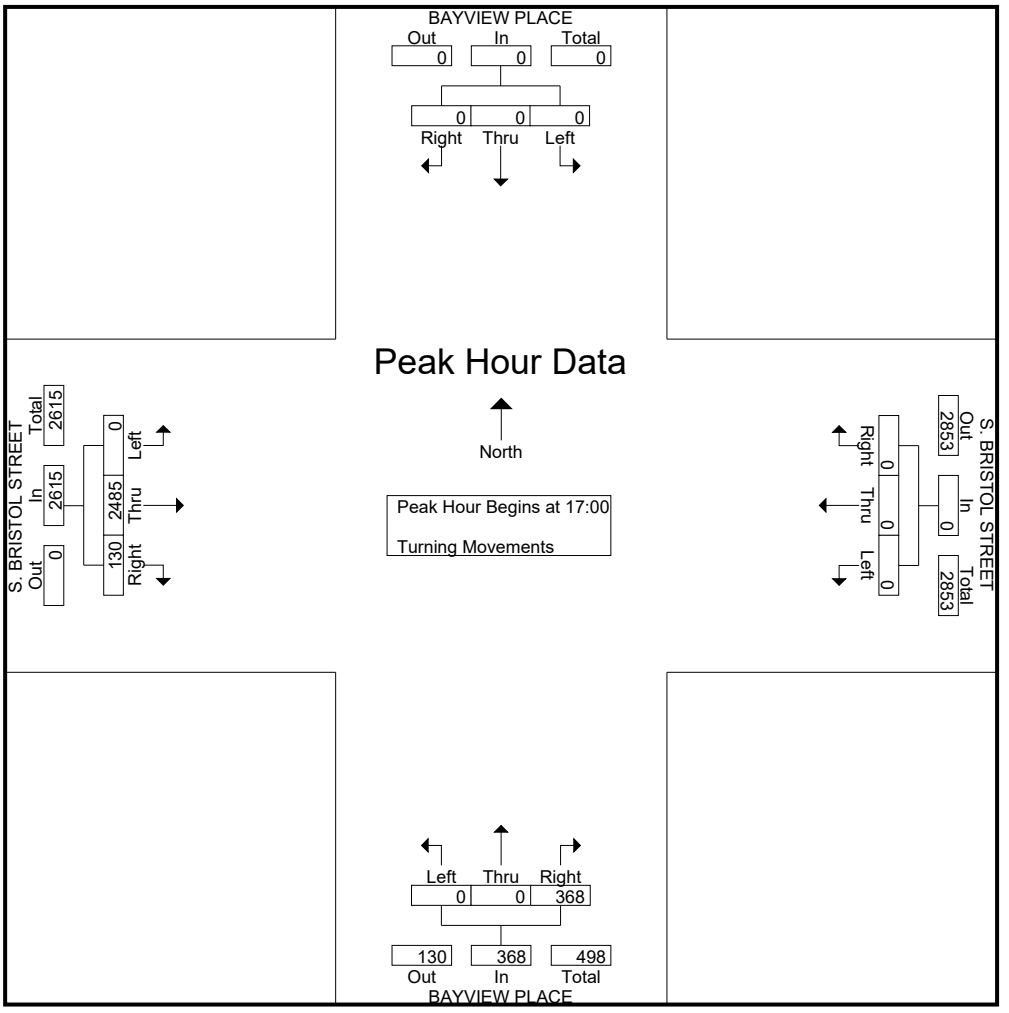


Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: BAYVIEW PLACE
E-W Direction: S. BRISTOL STREET

File Name : H1705003
Site Code : 00000000
Start Date : 5/2/2017

	BAYVIEW PLACE Southbound				S. BRISTOL STREET Westbound				BAYVIEW PLACE Northbound				S. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	0	0	0	0	0	0	0	**122**	0	0	**122**	29	**630**	0	659	**781**
17:15	0	0	0	0	0	0	0	0	79	0	0	79	**35**	628	0	**663**	742
17:30	0	0	0	0	0	0	0	0	103	0	0	103	32	616	0	648	751
17:45	0	0	0	0	0	0	0	0	64	0	0	64	34	611	0	645	709
Total Volume	0	0	0	0	0	0	0	0	368	0	0	368	130	2485	0	2615	2983
% App. Total	0	0	0		0	0	0		100	0	0		5	95	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.754	.000	.000	.754	.929	.986	.000	.986	.955



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: CAMPUS DRIVE

File Name : H1703023
Site Code : 00000000
Start Date : 4/5/2017

Groups Printed- Turning Movements

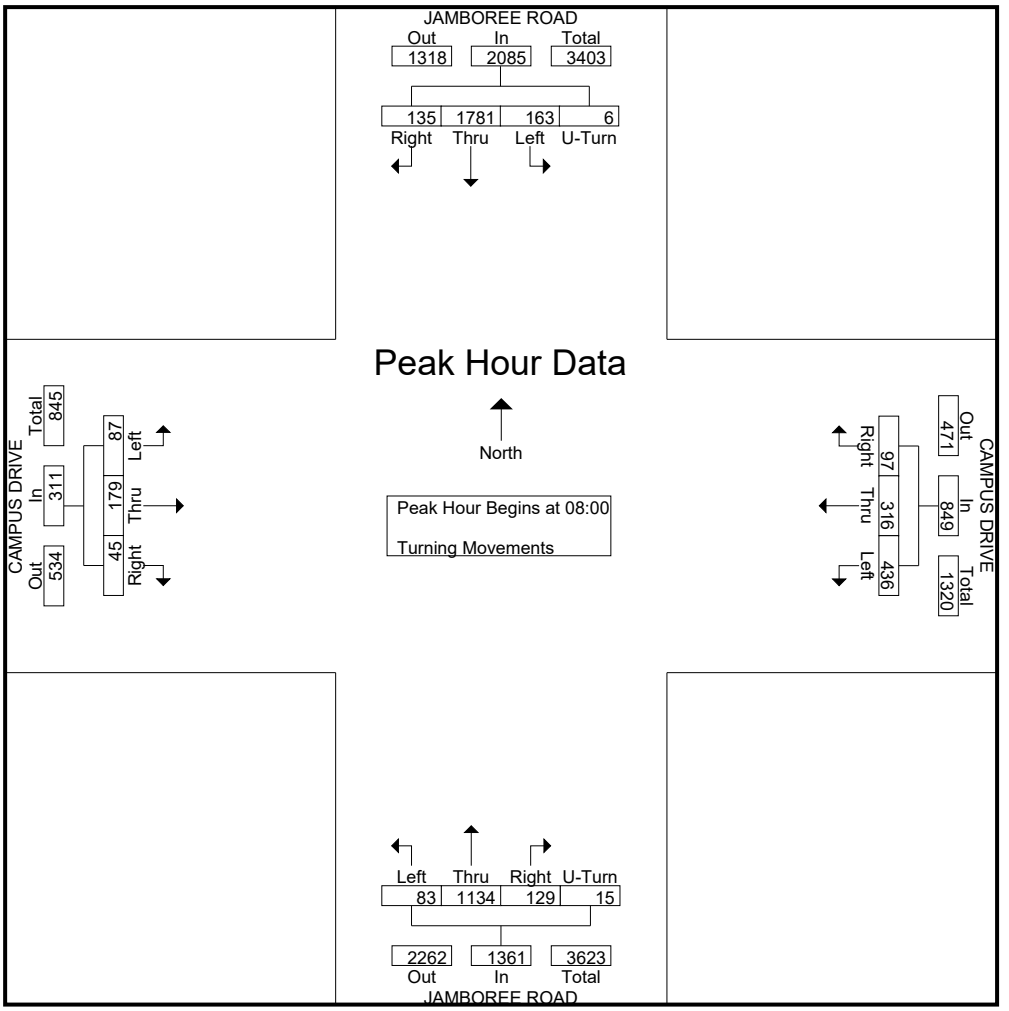
	JAMBOREE ROAD Southbound				CAMPUS DRIVE Westbound			JAMBOREE ROAD Northbound				CAMPUS DRIVE Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	Right	Thru	Left	U-Turn	Right	Thru	Left	Int. Total
07:00	19	313	31	0	15	22	29	7	132	14	0	10	23	5	620
07:15	26	354	35	1	19	24	43	17	175	11	4	10	28	7	754
07:30	27	377	49	1	14	58	59	19	224	19	2	12	52	17	930
07:45	25	453	38	0	26	85	80	26	254	22	2	13	40	27	1091
Total	97	1497	153	2	74	189	211	69	785	66	8	45	143	56	3395
08:00	30	452	41	0	20	60	95	38	303	20	1	13	37	19	1129
08:15	32	437	43	3	26	87	118	24	280	22	6	7	38	24	1147
08:30	42	474	35	2	30	77	101	35	300	18	4	13	63	23	1217
08:45	31	418	44	1	21	92	122	32	251	23	4	12	41	21	1113
Total	135	1781	163	6	97	316	436	129	1134	83	15	45	179	87	4606
*** BREAK ***															
16:30	31	295	38	1	50	56	34	56	397	19	3	31	98	60	1169
16:45	27	341	21	1	51	52	41	53	401	16	1	33	96	44	1178
Total	58	636	59	2	101	108	75	109	798	35	4	64	194	104	2347
17:00	35	361	33	1	60	77	39	108	487	9	0	42	154	59	1465
17:15	37	321	31	1	42	86	44	95	432	11	1	37	145	58	1341
17:30	39	387	42	1	37	51	34	97	435	14	3	28	108	44	1320
17:45	45	383	55	2	26	43	23	68	358	11	1	42	99	44	1200
Total	156	1452	161	5	165	257	140	368	1712	45	5	149	506	205	5326
18:00	18	290	26	1	47	59	25	74	372	8	0	18	82	59	1079
18:15	25	344	55	1	45	51	27	65	435	3	0	15	83	33	1182
Grand Total	489	6000	617	17	529	980	914	814	5236	240	32	336	1187	544	17935
Apprch %	6.9	84.2	8.7	0.2	21.8	40.4	37.7	12.9	82.8	3.8	0.5	16.3	57.4	26.3	
Total %	2.7	33.5	3.4	0.1	2.9	5.5	5.1	4.5	29.2	1.3	0.2	1.9	6.6	3	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: CAMPUS DRIVE

File Name : H1703023
Site Code : 00000000
Start Date : 4/5/2017
Page No : 2

	JAMBOREE ROAD Southbound					CAMPUS DRIVE Westbound				JAMBOREE ROAD Northbound					CAMPUS DRIVE Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00																			
08:00	30	452	41	0	523	20	60	95	175	38	303			362	13				
08:15	32	437	43	**3**	515	26	87	118	231	24	280	22	**6**	332	7	38	**24**	69	1147
08:30	**42**	**474**	35	2	**553**	**30**										**63**	23	**99**	**1217**
08:45	**31**	**418**	**44**	1	494	21	**92**	**122**	**235**	**32**	**251**	**23**	4	310	12	41	21	74	1113
Total Volume	135	1781	163	6	2085	97	316	436	849	129	1134	83	15	1361	45	179	87	311	4606
% App. Total	6.5	85.4	7.8	0.3		11.4	37.2	51.4		9.5	83.3	6.1	1.1		14.5	57.6	28		
PHF	.804	.939	.926	.500	.943	.808	.859	.893	.903	.849	.936	.902	.625	.940	.865	.710	.906	.785	.946

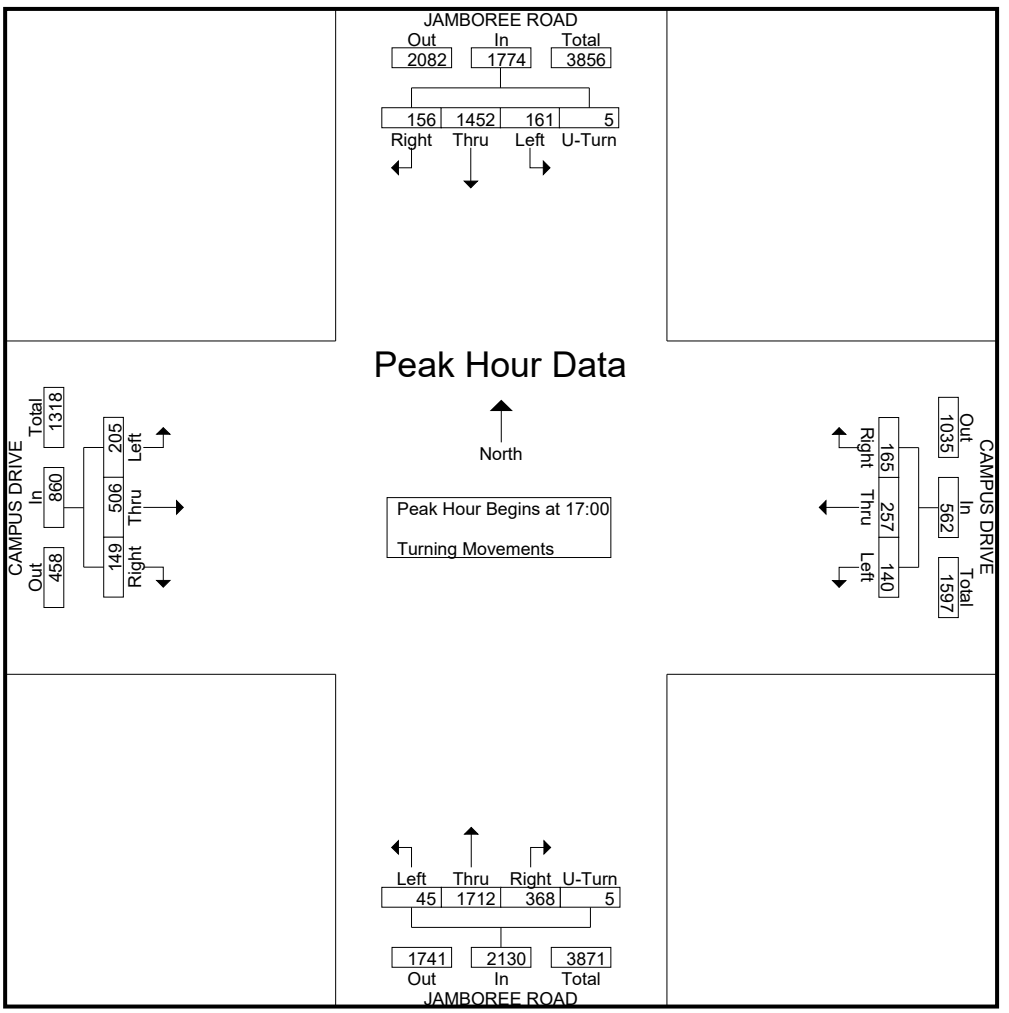


Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: CAMPUS DRIVE

File Name : H1703023
Site Code : 00000000
Start Date : 4/5/2017
Page No : 3

	JAMBOREE ROAD Southbound					CAMPUS DRIVE Westbound				JAMBOREE ROAD Northbound					CAMPUS DRIVE Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 17:00																			
17:00	35	361	33	1	430	60	77	39	176	108	487	9	0	**604**	**42**	**154**	**59**	**255**	**1465**
17:15	**37**	**321**	**31**	**1**	**390**	**42**	**86**	**44**	**172**	**95**	**432**	**11**	**1**	**539**	**37**	**145**	**58**	**240**	**1341**
17:30	**39**	**387**	42	1	469	37	51	34	122	97	435	**14**	**3**	549	28	108	44	180	1320
17:45	**45**	383	**55**	**2**	**485**	26	43	23	92	68	358	11	1	438	42	99	44	185	1200
Total Volume	156	1452	161	5	1774	165	257	140	562	368	1712	45	5	2130	149	506	205	860	5326
% App. Total	8.8	81.8	9.1	0.3		29.4	45.7	24.9		17.3	80.4	2.1	0.2		17.3	58.8	23.8		
PHF	.867	.938	.732	.625	.914	.688	.747	.795	.798	.852	.879	.804	.417	.882	.887	.821	.869	.843	.909



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: BIRCH STREET

File Name : H1703022
Site Code : 00000000
Start Date : 4/5/2017

Groups Printed- Turning Movements

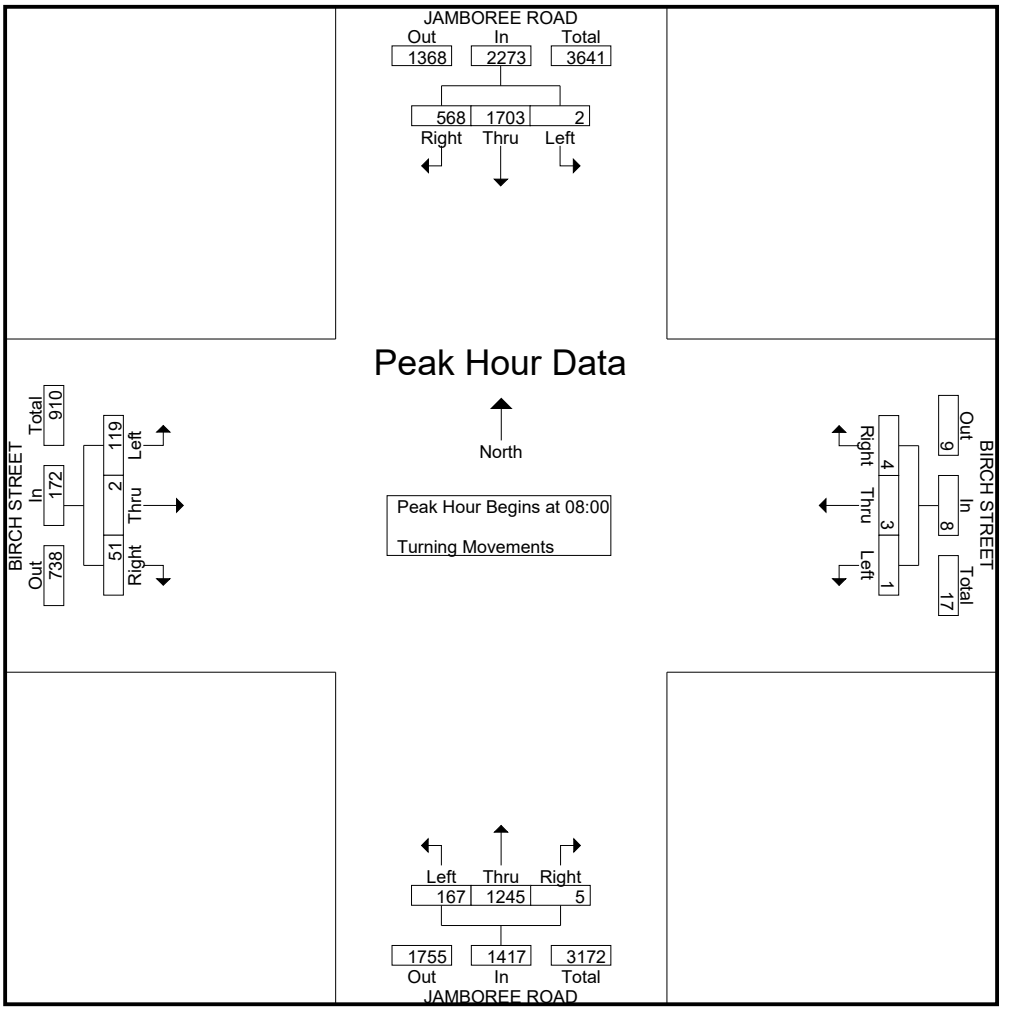
	JAMBOREE ROAD Southbound			BIRCH STREET Westbound			JAMBOREE ROAD Northbound			BIRCH STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	66	267	1	1	0	0	0	148	12	6	0	10	511
07:15	81	315	2	0	1	0	0	193	15	8	1	20	636
07:30	89	388	0	3	1	0	0	247	17	2	3	7	757
07:45	114	394	1	2	0	0	0	298	47	13	1	25	895
Total	350	1364	4	6	2	0	0	886	91	29	5	62	2799
08:00	116	430	0	1	2	0	1	345	35	16	2	29	977
08:15	156	457	1	1	0	0	2	325	45	9	0	26	1022
08:30	140	378	1	2	1	1	2	305	51	14	0	29	924
08:45	156	438	0	0	0	0	0	270	36	12	0	35	947
Total	568	1703	2	4	3	1	5	1245	167	51	2	119	3870
*** BREAK ***													
16:30	32	363	2	0	1	0	0	468	9	31	0	55	961
16:45	31	349	1	0	0	0	0	408	6	32	0	56	883
Total	63	712	3	0	1	0	0	876	15	63	0	111	1844
17:00	34	418	1	0	1	0	0	523	14	37	0	104	1132
17:15	31	399	2	3	0	0	0	497	6	22	0	65	1025
17:30	26	373	0	0	0	0	0	406	11	43	0	84	943
17:45	21	448	0	0	0	1	1	398	7	26	0	50	952
Total	112	1638	3	3	1	1	1	1824	38	128	0	303	4052
18:00	22	308	0	0	0	0	0	420	8	43	0	73	874
18:15	15	357	0	0	0	0	0	408	4	17	0	45	846
Grand Total	1130	6082	12	13	7	2	6	5659	323	331	7	713	14285
Apprch %	15.6	84.2	0.2	59.1	31.8	9.1	0.1	94.5	5.4	31.5	0.7	67.8	
Total %	7.9	42.6	0.1	0.1	0	0	0	39.6	2.3	2.3	0	5	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: BIRCH STREET

File Name : H1703022
Site Code : 00000000
Start Date : 4/5/2017
Page No : 2

	JAMBOREE ROAD Southbound				BIRCH STREET Westbound				JAMBOREE ROAD Northbound				BIRCH STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	116	430	0	546	1	**2**	0	3	1	**345**		**381**	**16**	**2**	29	**47**	977
08:15	**156**	**457**	**1**	**614**	1	0	0	1	**2**	325	45	372	9	0	26	35	**1022**
08:30	140	378	1	519	**2**	1	**1**	**4**	2	305	**51**						
08:45	**156**	**438**	**0**	**594**	**0**	**0**	**0**	**0**	**0**	**270**	**36**	**306**	**12**	**0**	**35**	47	947
Total Volume	568	1703	2	2273	4	3	1	8	5	1245	167	1417	51	2	119	172	3870
% App. Total	25	74.9	0.1		50	37.5	12.5		0.4	87.9	11.8		29.7	1.2	69.2		
PHF	.910	.932	.500	.925	.500	.375	.250	.500	.625	.902	.819	.930	.797	.250	.850	.915	.947

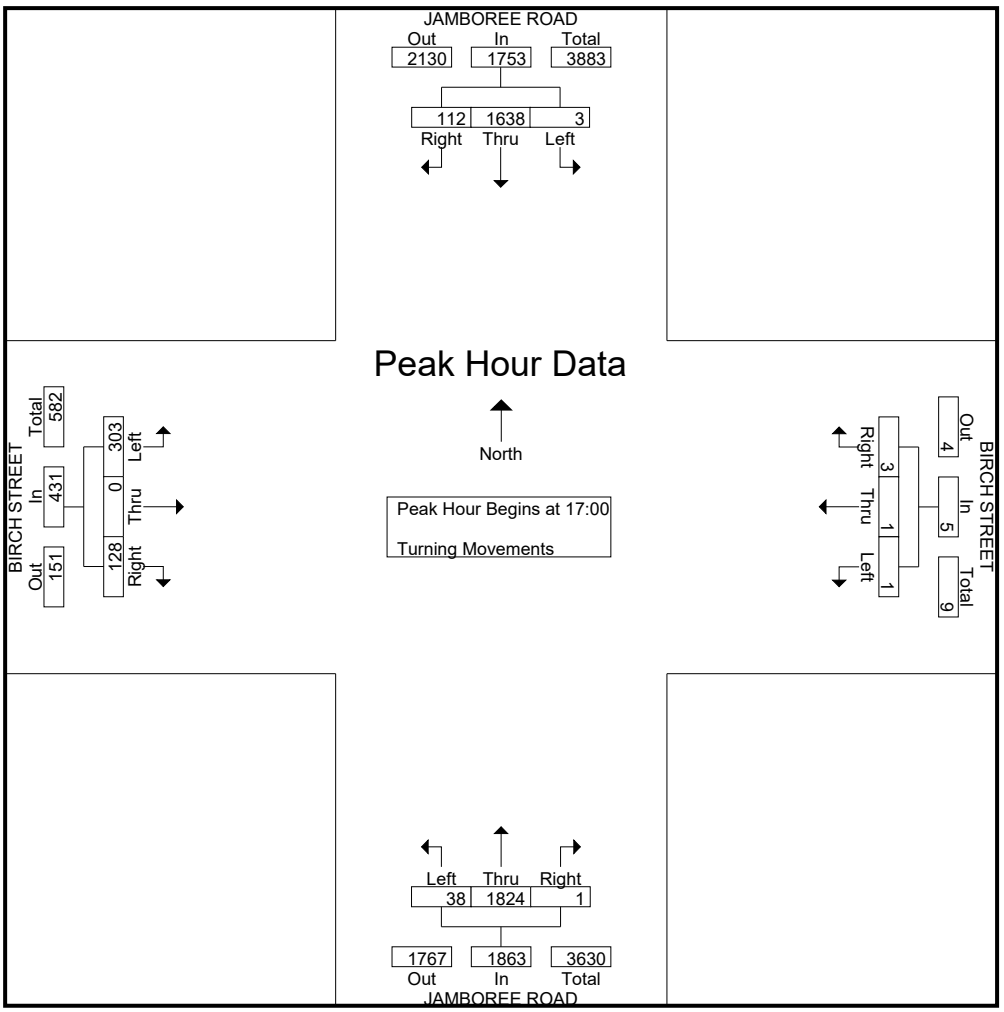


Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: BIRCH STREET

File Name : H1703022
Site Code : 00000000
Start Date : 4/5/2017
Page No : 3

	JAMBOREE ROAD Southbound				BIRCH STREET Westbound				JAMBOREE ROAD Northbound				BIRCH STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	**34**	418	1	453	0	**1**	0	1	0	**523**	**14**	**537**	37	0	**104**	**141**	**1132**
17:15	31	399	**2**		**3**	0	0	**3**	0	497	6	503	22	0	65	87	1025
17:30	26	373	0	399	0	0	0	0	0	406	11	417	**43**	0	84	127	943
17:45	21	**448**		**469**	0	0	**1**	1	**1**	398	7	406	26	0	50	76	952
Total Volume	112	1638	3	1753	3	1	1	5	1	1824	38	1863	128	0	303	431	4052
% App. Total	6.4	93.4	0.2		60	20	20		0.1	97.9	2		29.7	0	70.3		
PHF	.824	.914	.375	.934	.250	.250	.250	.417	.250	.872	.679	.867	.744	.000	.728	.764	.895



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: MACARTHUR BOULEVARD

File Name : H1703021
Site Code : 00000000
Start Date : 4/5/2017
Page No : 1

Groups Printed- Turning Movements

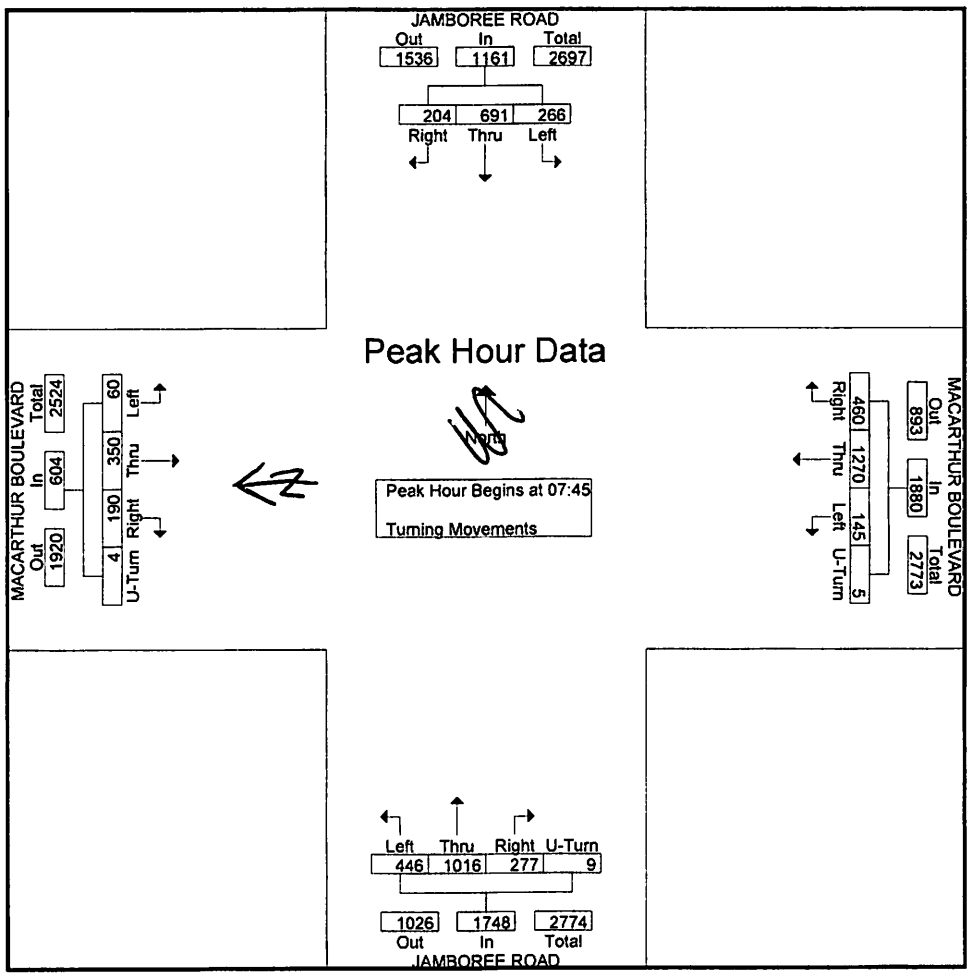
	JAMBOREE ROAD Southbound			MACARTHUR BOULEVARD Westbound				JAMBOREE ROAD Northbound				MACARTHUR BOULEVARD Eastbound				
Start Time	Right	Thru	Left	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00	20	124	44	34	129	17	0	31	163	58	0	23	50	12	0	705
07:15	37	135	67	45	127	14	0	43	234	84	0	31	61	14	0	892
07:30	29	142	72	77	272	31	0	46	198	74	0	42	85	15	1	1084
07:45	31	183	74	106	268	26	0	75	272	123	4	43	85	16	1	1307
Total	117	584	257	262	796	88	0	195	867	339	4	139	281	57	2	3988
08:00	56	181	69	113	336	37	2	66	235	97	1	51	118	19	1	1382
08:15	61	165	57	138	376	47	3	72	233	98	1	45	83	12	0	1391
08:30	56	162	66	103	290	35	0	64	276	128	3	51	64	13	2	1313
08:45	48	151	75	97	323	44	0	51	182	98	1	47	91	18	0	1226
Total	221	659	267	451	1325	163	5	253	926	421	6	194	356	62	3	5312
*** BREAK ***																
16:30	47	190	117	102	140	52	6	13	195	58	3	85	234	52	0	1294
16:45	35	216	113	83	127	38	5	10	245	66	0	92	238	32	3	1303
Total	82	406	230	185	267	90	11	23	440	124	3	177	472	84	3	2597
17:00	48	217	112	83	167	90	12	10	211	62	2	105	361	61	2	1543
17:15	44	227	142	99	160	51	7	13	234	52	4	129	316	43	2	1523
17:30	27	220	137	81	135	56	1	16	212	51	1	117	344	28	0	1426
17:45	39	200	117	71	118	59	12	15	208	56	3	102	320	35	1	1356
Total	158	864	508	334	580	256	32	54	865	221	10	453	1341	167	5	5848
18:00	28	183	112	71	88	56	10	11	240	39	1	84	265	46	1	1235
18:15	27	178	118	97	95	32	7	10	184	26	5	79	240	37	1	1136
Grand Total	633	2874	1492	1400	3151	685	65	546	3522	1170	29	1126	2955	453	15	20116
Apprch %	12.7	57.5	29.8	26.4	59.4	12.9	1.2	10.4	66.9	22.2	0.6	24.8	65	10	0.3	
Total %	3.1	14.3	7.4	7	15.7	3.4	0.3	2.7	17.5	5.8	0.1	5.6	14.7	2.3	0.1	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: MACARTHUR BOULEVARD

File Name : H1703021
Site Code : 00000000
Start Date : 4/5/2017
Page No : 2

	JAMBOREE ROAD Southbound				MACARTHUR BOULEVARD Westbound					JAMBOREE ROAD Northbound					MACARTHUR BOULEVARD Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 07:45																				
07:45	31	183	74							75			4	474						
08:00	56	181	69	306											51	118	19	1	189	1382
08:15	61	165	57	283	138	376	47	3	564	72	233	98	1	404	45	83	12	0	140	1391
08:30	56	162	66	284	103	290	35	0	428	64	276	128	3	471	51	64	13	2	130	1313
Total Volume	204	691	266	1161	460	1270	145	5	1880	277	1016	446	9	1748	190	350	60	4	604	5393
% App. Total	17.6	59.5	22.9		24.5	67.6	7.7	0.3		15.8	58.1	25.5	0.5		31.5	57.9	9.9	0.7		
PHF	.836	.944	.899	.949	.833	.844	.771	.417	.833	.923	.920	.871	.563	.922	.931	.742	.789	.500	.799	.969

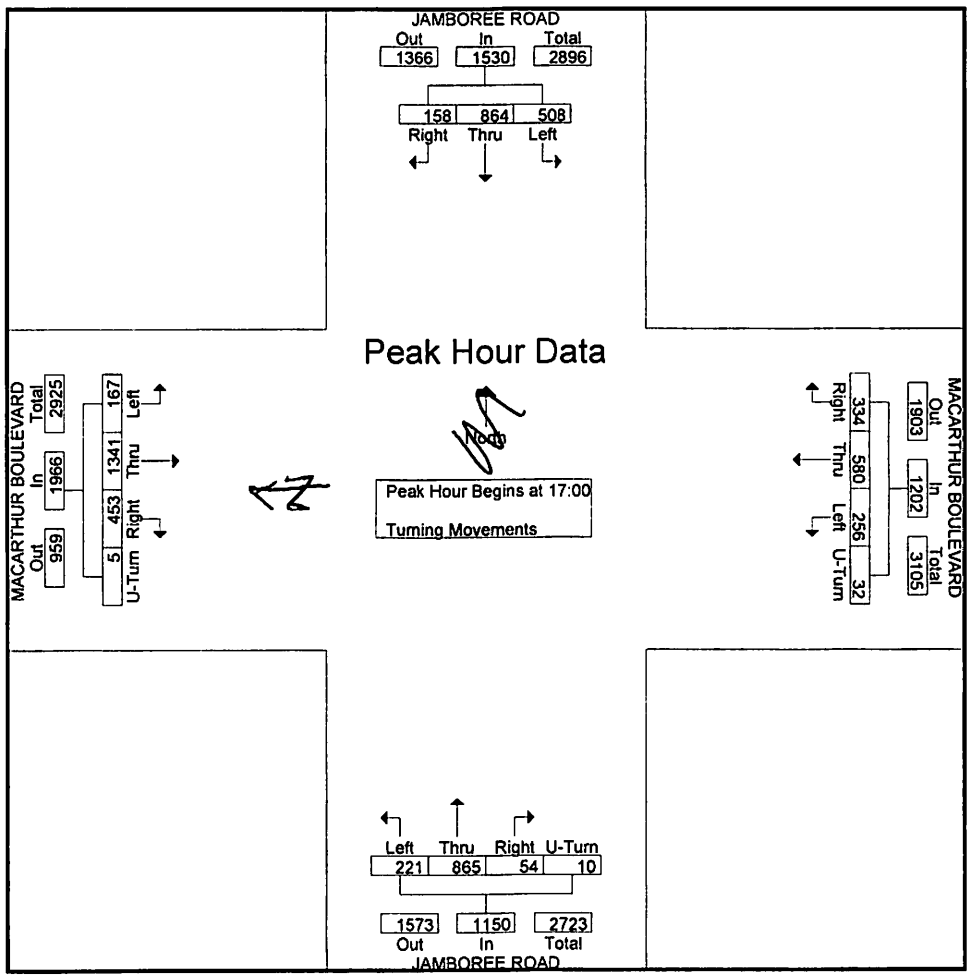


Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: MACARTHUR BOULEVARD

File Name : H1703021
Site Code : 00000000
Start Date : 4/5/2017
Page No : 3

	JAMBOREE ROAD Southbound				MACARTHUR BOULEVARD Westbound					JAMBOREE ROAD Northbound					MACARTHUR BOULEVARD Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 17:00																				
17:00	43	217	112	377	83	167	90	12	352	10	211	62	2	285	105	361	61	2	529	1543
17:15	**44**	**227**	**142**	**413**	**99**	160	51	7	317	13	**234**	52	**4**	**303**	**129**	316	43	2	490	1523
17:30	27	220	137	384	81	135	56	1	273	**16**	212	51	1	280	117	344	28	0	489	1426
17:45	39	200	117	356	71	118	59	12	260	15	208	56	3	282	102	320	35	1	458	1356
Total Volume	158	864	508	1530	334	580	256	32	1202	54	865	221	10	1150	453	1341	167	5	1966	5848
% App. Total	10.3	56.5	33.2		27.8	48.3	21.3	2.7		4.7	75.2	19.2	0.9		23	68.2	8.5	0.3		
PHF	.823	.952	.894	.926	.843	.868	.711	.667	.854	.844	.924	.891	.625	.949	.878	.929	.684	.625	.929	.948



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: N. BRISTOL ST / SR-73 NB

File Name : h1705007
Site Code : 00000000
Start Date : 5/2/2017

Groups Printed- Turning Movements

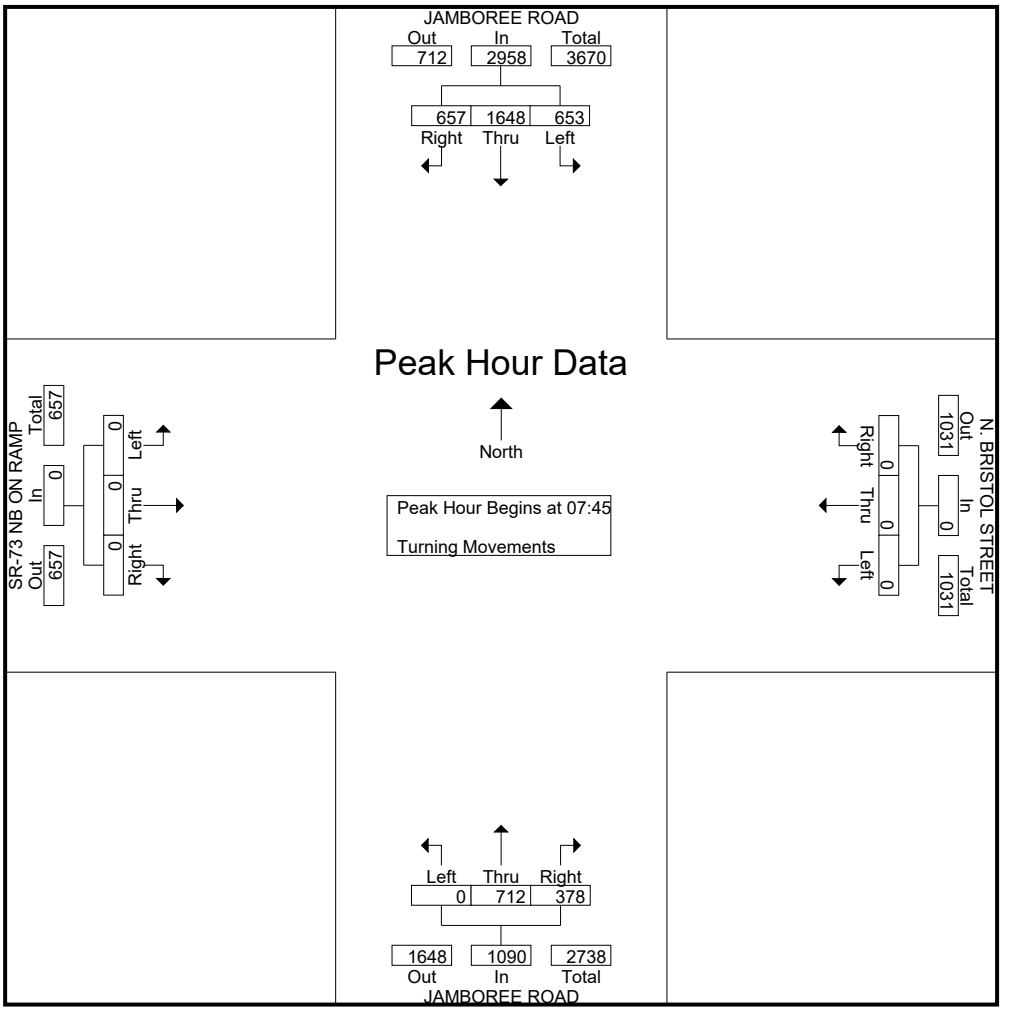
	JAMBOREE ROAD Southbound			N. BRISTOL STREET Westbound			JAMBOREE ROAD Northbound			SR-73 NB ON RAMP Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	164	259	93	0	0	0	48	106	0	0	0	0	670
07:15	174	326	109	0	0	0	79	118	0	0	0	0	806
07:30	179	261	129	0	0	0	85	155	0	0	0	0	809
07:45	208	407	158	0	0	0	83	187	0	0	0	0	1043
Total	725	1253	489	0	0	0	295	566	0	0	0	0	3328
08:00	114	437	159	0	0	0	83	155	0	0	0	0	948
08:15	157	425	170	0	0	0	99	175	0	0	0	0	1026
08:30	178	379	166	0	0	0	113	195	0	0	0	0	1031
08:45	121	359	185	0	0	0	102	179	0	0	0	0	946
Total	570	1600	680	0	0	0	397	704	0	0	0	0	3951
*** BREAK ***													
16:30	200	296	179	0	0	0	148	197	0	0	0	0	1020
16:45	218	283	135	0	0	0	171	242	0	0	0	0	1049
Total	418	579	314	0	0	0	319	439	0	0	0	0	2069
17:00	236	329	145	0	0	0	191	260	0	0	0	0	1161
17:15	242	301	166	0	0	0	185	266	0	0	0	0	1160
17:30	196	316	155	0	0	0	175	252	0	0	0	0	1094
17:45	211	296	135	0	0	0	173	278	0	0	0	0	1093
Total	885	1242	601	0	0	0	724	1056	0	0	0	0	4508
18:00	212	276	115	0	0	0	172	291	0	0	0	0	1066
18:15	196	238	127	0	0	0	150	202	0	0	0	0	913
Grand Total	3006	5188	2326	0	0	0	2057	3258	0	0	0	0	15835
Apprch %	28.6	49.3	22.1	0	0	0	38.7	61.3	0	0	0	0	
Total %	19	32.8	14.7	0	0	0	13	20.6	0	0	0	0	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: N. BRISTOL ST / SR-73 NB

File Name : h1705007
Site Code : 00000000
Start Date : 5/2/2017

	JAMBOREE ROAD Southbound				N. BRISTOL STREET Westbound				JAMBOREE ROAD Northbound				SR-73 NB ON RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	**208**	407	158	**773**	0	0	0	0	83	187	0	270	0	0	0	0	**1043**
08:00	114	**437**	159	710	0	0	0	0	83	155	0	238	0	0	0	0	948
08:15	157	425	**170**	752	0	0	0	0	99	175	0	274	0	0	0	0	1026
08:30	178	379	166	723	0	0	0	0	**113**	**195**	0	**308**	0	0	0	0	1031
Total Volume	657	1648	653	2958	0	0	0	0	378	712	0	1090	0	0	0	0	4048
% App. Total	22.2	55.7	22.1		0	0	0		34.7	65.3	0		0	0	0		
PHF	.790	.943	.960	.957	.000	.000	.000	.000	.836	.913	.000	.885	.000	.000	.000	.000	.970

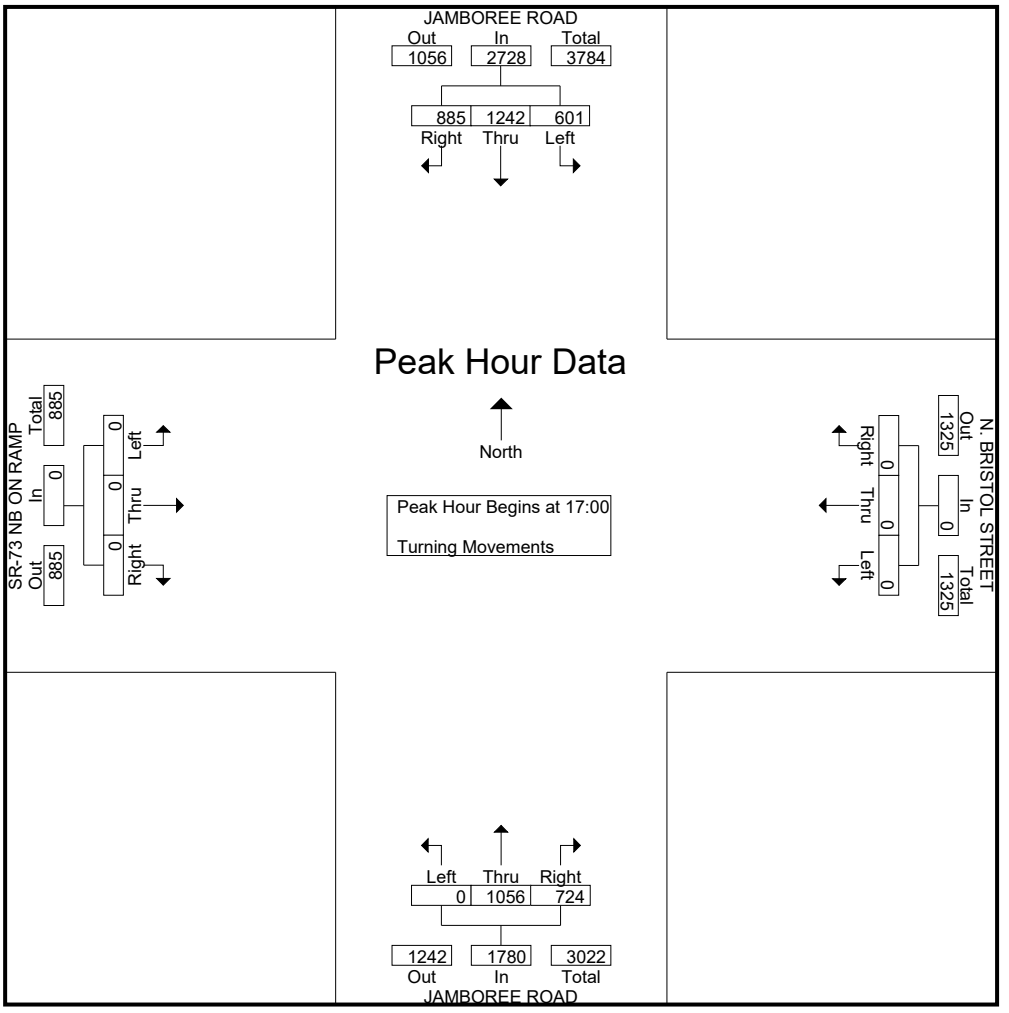


Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: N. BRISTOL ST / SR-73 NB

File Name : h1705007
Site Code : 00000000
Start Date : 5/2/2017
Page No : 3

	JAMBOREE ROAD Southbound				N. BRISTOL STREET Westbound				JAMBOREE ROAD Northbound				SR-73 NB ON RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	236	**329**	145	**710**	0	0	0	0	**191**	260	0	**451**	0	0	0	0	**1161**
17:15	**242**	301	**166**	709	0	0	0	0	185	266	0	451	0	0	0	0	1160
17:30	196	316	155	667	0	0	0	0	175	252	0	427	0	0	0	0	1094
17:45	211	296	135	642	0	0	0	0	173	**278**	0	451	0	0	0	0	1093
Total Volume	885	1242	601	2728	0	0	0	0	724	1056	0	1780	0	0	0	0	4508
% App. Total	32.4	45.5	22		0	0	0		40.7	59.3	0		0	0	0		
PHF	.914	.944	.905	.961	.000	.000	.000	.000	.948	.950	.000	.987	.000	.000	.000	.000	.971



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: S. BRISTOL STREET

File Name : H1705004
Site Code : 00000000
Start Date : 5/2/2017

Groups Printed- Turning Movements

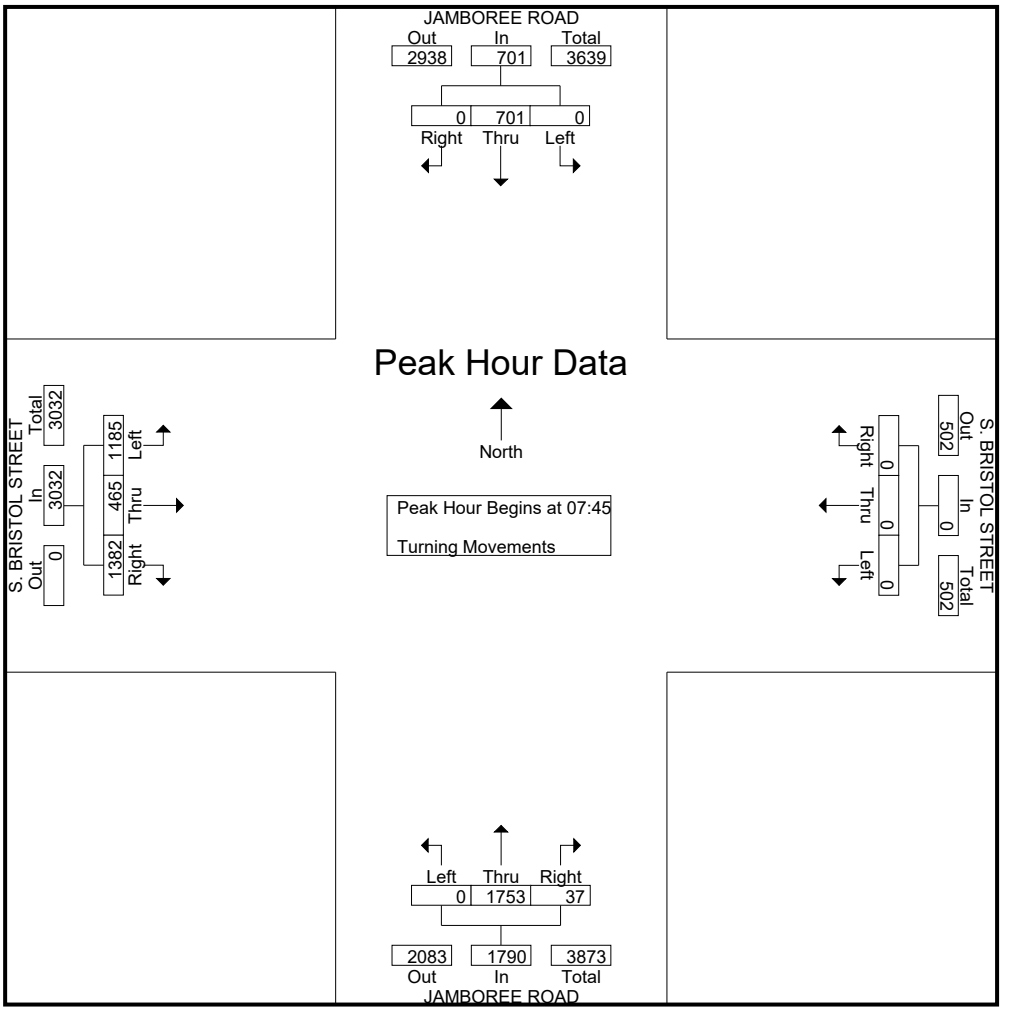
	JAMBOREE ROAD Southbound			S. BRISTOL STREET Westbound			JAMBOREE ROAD Northbound			S. BRISTOL STREET Eastbound			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00	0	121	0	0	0	0	2	306	0	269	93	193	984
07:15	0	118	0	0	0	0	5	316	0	315	85	267	1106
07:30	0	156	0	0	0	0	3	332	0	343	131	297	1262
07:45	0	190	0	0	0	0	11	485	0	330	133	269	1418
Total	0	585	0	0	0	0	21	1439	0	1257	442	1026	4770
08:00	0	148	0	0	0	0	4	358	0	380	129	343	1362
08:15	0	180	0	0	0	0	9	452	0	349	92	289	1371
08:30	0	183	0	0	0	0	13	458	0	323	111	284	1372
08:45	0	187	0	0	0	0	9	361	0	348	118	295	1318
Total	0	698	0	0	0	0	35	1629	0	1400	450	1211	5423
*** BREAK ***													
16:30	0	208	0	0	0	0	14	484	0	292	148	179	1325
16:45	0	227	0	0	0	0	17	450	0	269	189	190	1342
Total	0	435	0	0	0	0	31	934	0	561	337	369	2667
17:00	0	251	0	0	0	0	16	475	0	284	254	235	1515
17:15	0	289	0	0	0	0	21	520	0	265	203	180	1478
17:30	0	251	0	0	0	0	20	431	0	316	199	239	1456
17:45	0	277	0	0	0	0	21	453	0	299	196	192	1438
Total	0	1068	0	0	0	0	78	1879	0	1164	852	846	5887
18:00	0	295	0	0	0	0	26	428	0	271	190	166	1376
18:15	0	206	0	0	0	0	17	368	0	220	159	170	1140
Grand Total	0	3287	0	0	0	0	208	6677	0	4873	2430	3788	21263
Apprch %	0	100	0	0	0	0	3	97	0	43.9	21.9	34.2	
Total %	0	15.5	0	0	0	0	1	31.4	0	22.9	11.4	17.8	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: S. BRISTOL STREET

File Name : H1705004
Site Code : 00000000
Start Date : 5/2/2017

	JAMBOREE ROAD Southbound				S. BRISTOL STREET Westbound				JAMBOREE ROAD Northbound				S. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	**190**	0	**190**	0	0	0	0	11	**485**	0	**496**	330	**133**	269	732	**1418**
08:00	0	148	0	148	0	0	0	0	4	358	0	362	**380**	129	**343**	**852**	1362
08:15	0	180	0	180	0	0	0	0	9	452	0	461	349	92	289	730	1371
08:30	0	183	0	183	0	0	0	0	**13**	458	0	471	323	111	284	718	1372
Total Volume	0	701	0	701	0	0	0	0	37	1753	0	1790	1382	465	1185	3032	5523
% App. Total	0	100	0		0	0	0		2.1	97.9	0		45.6	15.3	39.1		
PHF	.000	.922	.000	.922	.000	.000	.000	.000	.712	.904	.000	.902	.909	.874	.864	.890	.974

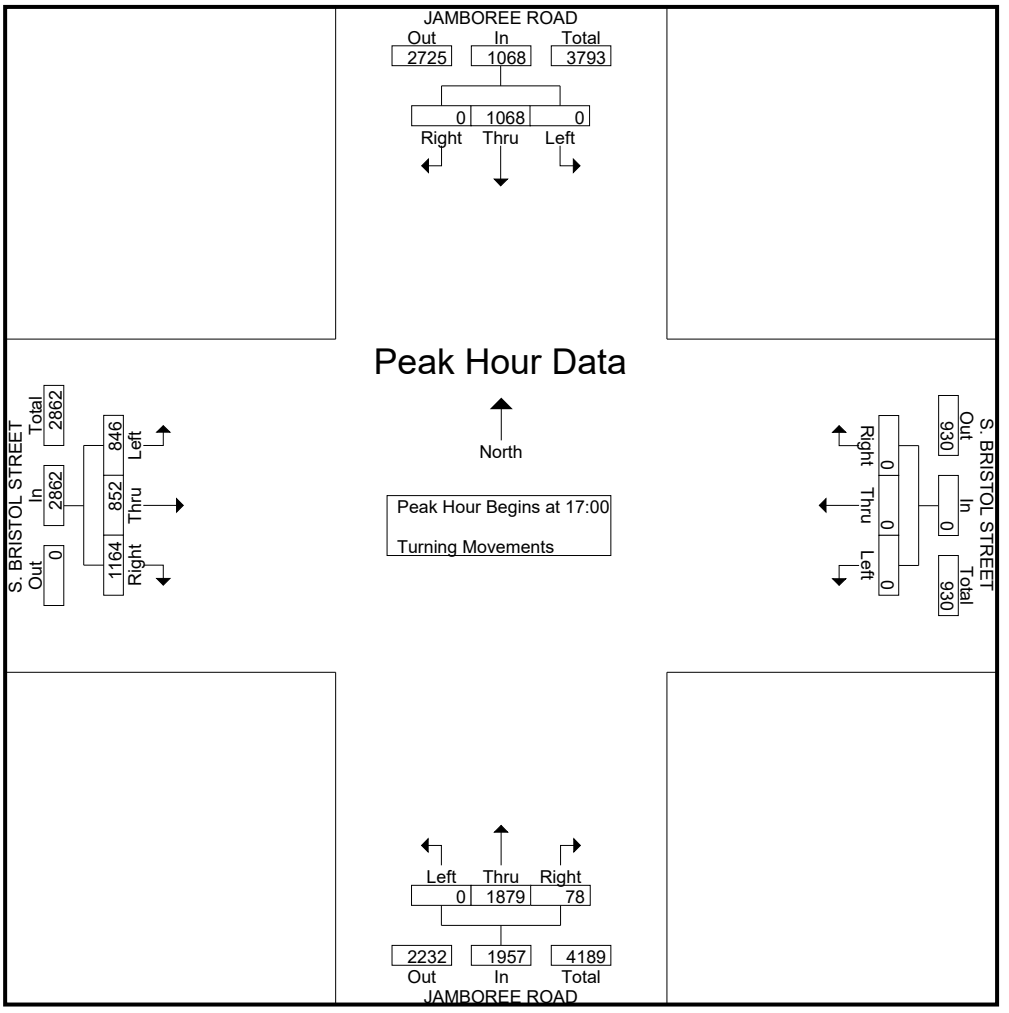


Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: S. BRISTOL STREET

File Name : H1705004
Site Code : 00000000
Start Date : 5/2/2017
Page No : 3

	JAMBOREE ROAD Southbound				S. BRISTOL STREET Westbound				JAMBOREE ROAD Northbound				S. BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	251	0	251	0	0	0	0	16	475	0	491	284	**254**	235	**773**	**1515**
17:15	0	**289**	0	**289**	0	0	0	0	**21**	**520**	0	**541**	265	203	180	648	1478
17:30	0	251	0	251	0	0	0	0	20	431	0	451	**316**	199	**239**	754	1456
17:45	0	277	0	277	0	0	0	0	21	453	0	474	299	196	192	687	1438
Total Volume	0	1068	0	1068	0	0	0	0	78	1879	0	1957	1164	852	846	2862	5887
% App. Total	0	100	0		0	0	0		4	96	0		40.7	29.8	29.6		
PHF	.000	.924	.000	.924	.000	.000	.000	.000	.929	.903	.000	.904	.921	.839	.885	.926	.971



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: BAYVIEW WAY

File Name : H1703020
Site Code : 00000000
Start Date : 4/5/2017
Page No : 1

Groups Printed- Turning Movements

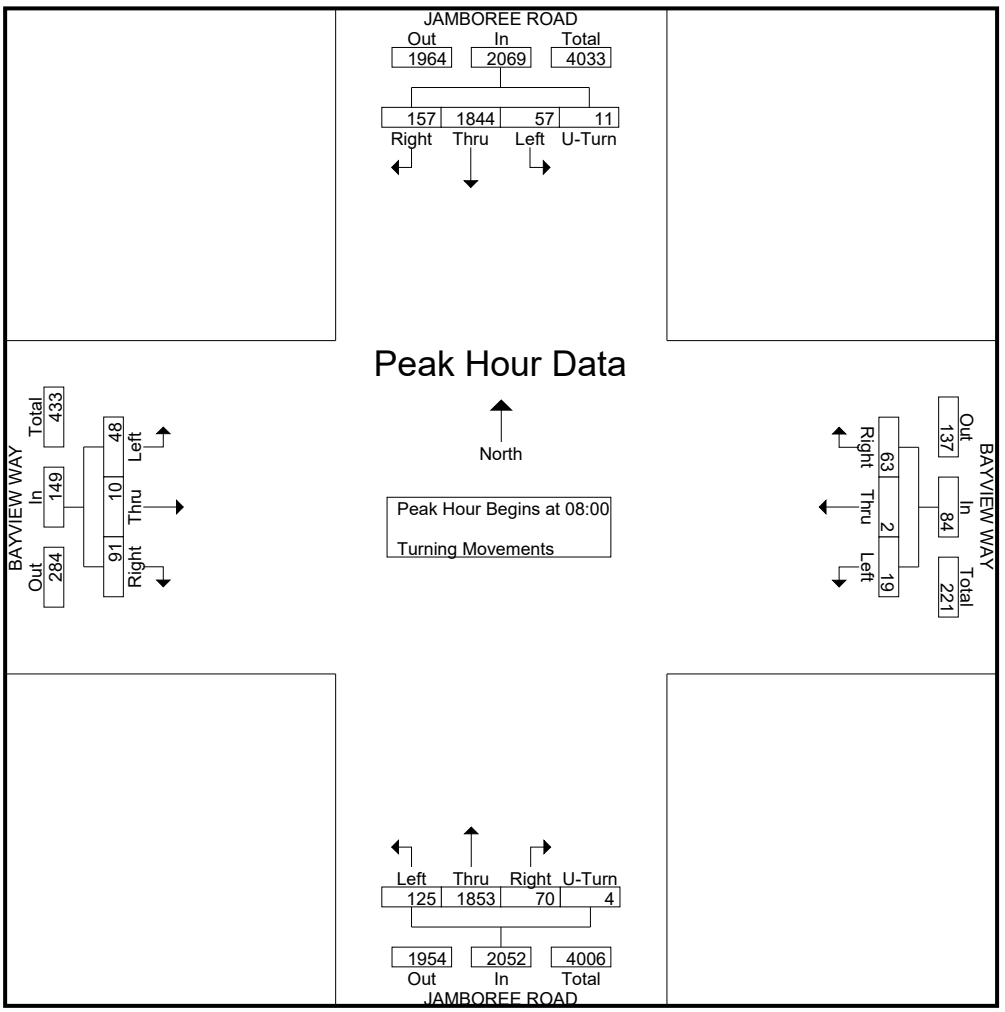
	JAMBOREE ROAD Southbound				BAYVIEW WAY Westbound			JAMBOREE ROAD Northbound				BAYVIEW WAY Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	Right	Thru	Left	U-Turn	Right	Thru	Left	Int. Total
07:00	16	438	8	1	8	0	2	7	257	6	0	9	5	6	763
07:15	15	399	6	1	7	0	1	8	321	9	0	13	0	9	789
07:30	23	464	4	1	9	0	4	7	401	23	1	15	4	6	962
07:45	29	473	12	3	7	1	4	9	459	23	0	32	3	5	1060
Total	83	1774	30	6	31	1	11	31	1438	61	1	69	12	26	3574
08:00	28	458	13	6	14	0	3	19	438	34	2	19	1	16	1051
08:15	52	420	14	1	17	1	5	12	444	33	1	27	5	11	1043
08:30	45	478	17	0	18	1	3	17	485	19	0	24	3	12	1122
08:45	32	488	13	4	14	0	8	22	486	39	1	21	1	9	1138
Total	157	1844	57	11	63	2	19	70	1853	125	4	91	10	48	4354
*** BREAK ***															
16:30	10	439	11	5	17	1	4	11	448	5	1	28	5	15	1000
16:45	10	447	25	14	17	1	9	14	416	14	1	44	1	14	1027
Total	20	886	36	19	34	2	13	25	864	19	2	72	6	29	2027
17:00	11	471	13	13	33	2	9	15	460	9	1	53	3	38	1131
17:15	19	502	11	9	32	4	5	13	444	12	1	46	6	21	1125
17:30	18	508	14	16	30	0	7	17	420	4	1	33	2	14	1084
17:45	14	517	5	6	28	1	7	11	382	8	0	37	0	16	1032
Total	62	1998	43	44	123	7	28	56	1706	33	3	169	11	89	4372
18:00	8	506	16	13	27	0	6	13	379	11	2	39	0	8	1028
18:15	9	398	15	7	21	0	8	13	388	20	0	25	0	13	917
Grand Total	339	7406	197	100	299	12	85	208	6628	269	12	465	39	213	16272
Apprch %	4.2	92.1	2.4	1.2	75.5	3	21.5	2.9	93.1	3.8	0.2	64.9	5.4	29.7	
Total %	2.1	45.5	1.2	0.6	1.8	0.1	0.5	1.3	40.7	1.7	0.1	2.9	0.2	1.3	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: BAYVIEW WAY

File Name : H1703020
Site Code : 00000000
Start Date : 4/5/2017
Page No : 2

	JAMBOREE ROAD Southbound					BAYVIEW WAY Westbound				JAMBOREE ROAD Northbound					BAYVIEW WAY Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00																			
08:00	28	458	13	6									2				16		
08:15	52	420	14	1	487	17	1	5	23						27	5	11	43	
08:30	**45**	**478**	**17**	0	**540**	**18**	**1**	**3**	**22**	**17**	**485**	**19**	**0**	**521**	**24**	**3**	**12**	**39**	**1122**
08:45	**32**	**488**	13	4	537	14	0	**8**	**22**	**22**	**486**	**39**	1	**548**	21	1	9	31	**1138**
Total Volume	157	1844	57	11	2069	63	2	19	84	70	1853	125	4	2052	91	10	48	149	4354
% App. Total	7.6	89.1	2.8	0.5		75	2.4	22.6		3.4	90.3	6.1	0.2		61.1	6.7	32.2		
PHF	.755	.945	.838	.458	.958	.875	.500	.594	.913	.795	.953	.801	.500	.936	.843	.500	.750	.866	.957

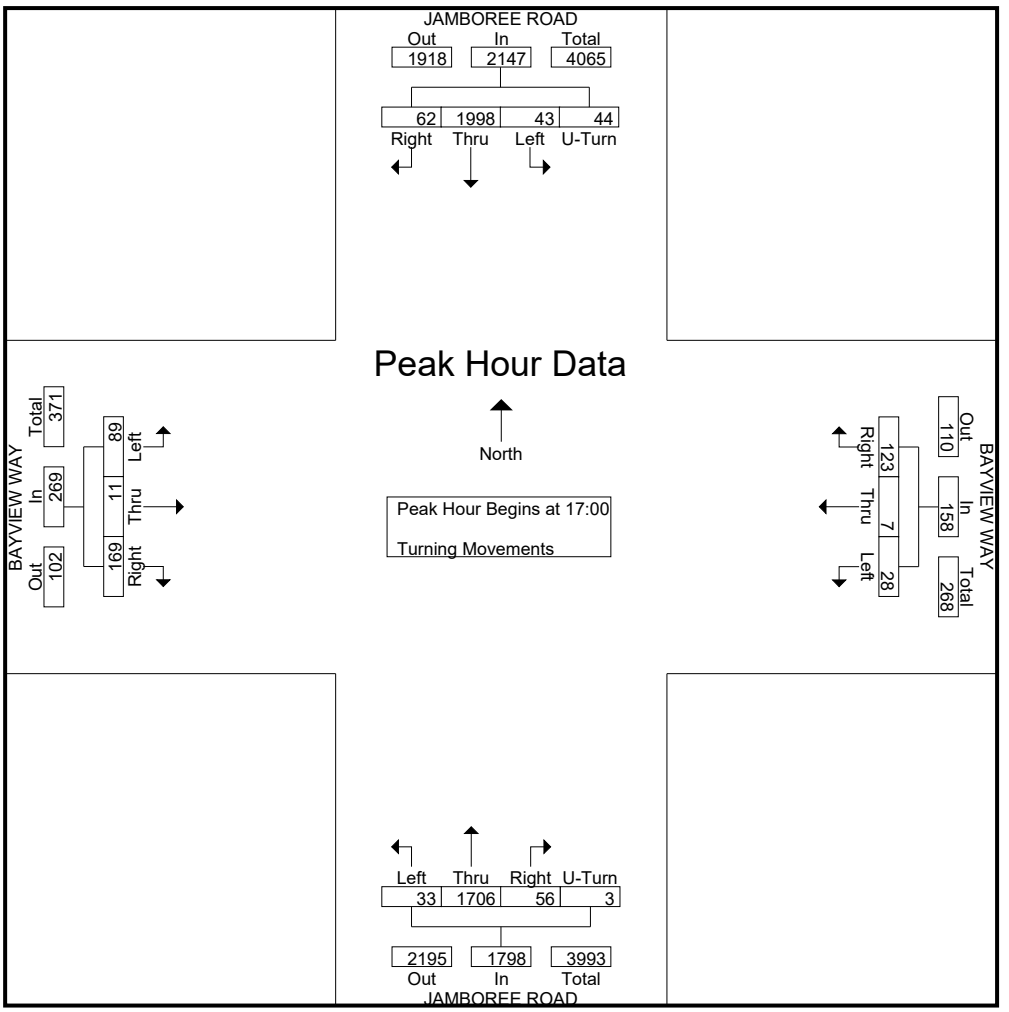


Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: BAYVIEW WAY

File Name : H1703020
Site Code : 00000000
Start Date : 4/5/2017
Page No : 3

	JAMBOREE ROAD Southbound					BAYVIEW WAY Westbound				JAMBOREE ROAD Northbound					BAYVIEW WAY Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 17:00																			
17:00	11	471	13	13	508	33	2	9	44	15	460	9	1	485	53	3	38	94	1131
17:15	**19**	502	11	9	541	32	**4**	5	41	13	444	**12**	1	470	46	**6**	21	73	1125
17:30	18	508	**14**	**16**	**556**	30	0	7	37	**17**	420	4	1	442	33	2	14	49	1084
17:45	14	**517**	5	6	542	28	1	7	36	11	382	8	0	401	37	0	16	53	1032
Total Volume	62	1998	43	44	2147	123	7	28	158	56	1706	33	3	1798	169	11	89	269	4372
% App. Total	2.9	93.1	2	2		77.8	4.4	17.7		3.1	94.9	1.8	0.2		62.8	4.1	33.1		
PHF	.816	.966	.768	.688	.965	.932	.438	.778	.898	.824	.927	.688	.750	.927	.797	.458	.586	.715	.966



Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: EASTBLUFF / UNIVERSITY

File Name : H1703019
Site Code : 00000000
Start Date : 4/5/2017
Page No : 1

Groups Printed- Turning Movements

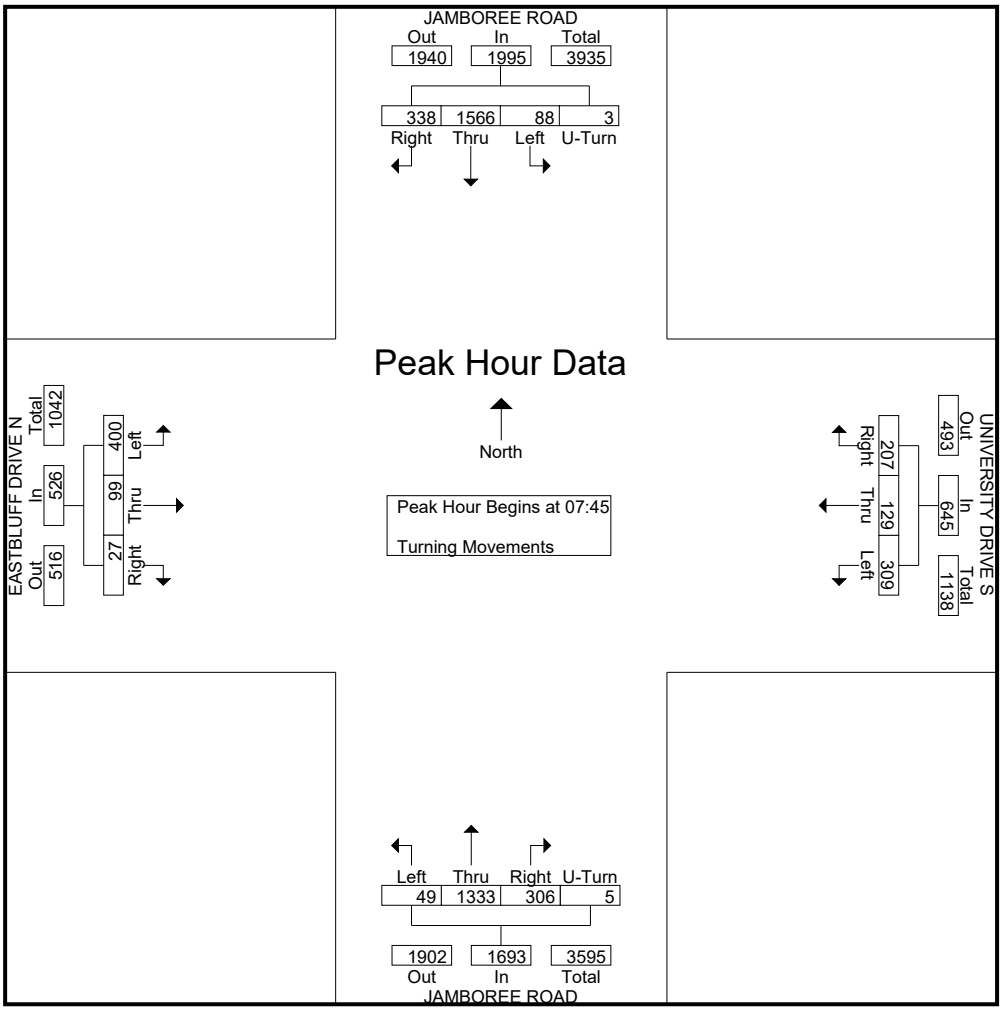
	JAMBOREE ROAD Southbound				UNIVERSITY DRIVE S Westbound			JAMBOREE ROAD Northbound				EASTBLUFF DRIVE N Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	Right	Thru	Left	U-Turn	Right	Thru	Left	Int. Total
07:00	76	354	5	2	22	13	29	38	203	3	1	0	13	45	804
07:15	89	295	18	2	23	27	47	60	238	10	1	2	10	84	906
07:30	112	301	22	0	47	61	62	63	270	34	4	8	25	95	1104
07:45	107	432	23	0	49	48	80	79	316	21	1	10	24	109	1299
Total	384	1382	68	4	141	149	218	240	1027	68	7	20	72	333	4113
08:00	80	378	33	1	49	27	63	79	322	11	1	9	25	102	1180
08:15	82	393	18	1	55	34	77	61	333	11	0	3	17	80	1165
08:30	69	363	14	1	54	20	89	87	362	6	3	5	33	109	1215
08:45	73	421	28	0	57	16	78	53	370	5	1	8	25	99	1234
Total	304	1555	93	3	215	97	307	280	1387	33	5	25	100	390	4794
*** BREAK ***															
16:30	93	337	25	0	23	29	49	74	390	10	2	4	31	60	1127
16:45	100	338	37	0	22	32	59	71	316	15	1	2	19	58	1070
Total	193	675	62	0	45	61	108	145	706	25	3	6	50	118	2197
17:00	112	388	39	0	28	26	42	73	372	8	2	3	29	64	1186
17:15	108	389	49	1	34	26	69	67	370	4	1	5	30	65	1218
17:30	105	403	43	0	18	34	85	66	339	6	0	7	28	71	1205
17:45	104	357	58	2	35	43	63	74	315	11	1	5	31	48	1147
Total	429	1537	189	3	115	129	259	280	1396	29	4	20	118	248	4756
18:00	99	408	63	0	45	29	64	75	285	10	1	6	25	69	1179
18:15	90	335	46	2	25	26	50	65	320	3	0	4	11	71	1048
Grand Total	1499	5892	521	12	586	491	1006	1085	5121	168	20	81	376	1229	18087
Apprch %	18.9	74.4	6.6	0.2	28.1	23.6	48.3	17	80.1	2.6	0.3	4.8	22.3	72.9	
Total %	8.3	32.6	2.9	0.1	3.2	2.7	5.6	6	28.3	0.9	0.1	0.4	2.1	6.8	

Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: EASTBLUFF / UNIVERSITY

File Name : H1703019
Site Code : 00000000
Start Date : 4/5/2017
Page No : 2

	JAMBOREE ROAD Southbound					UNIVERSITY DRIVE S Westbound				JAMBOREE ROAD Northbound					EASTBLUFF DRIVE N Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:45																			
07:45	107	432	23	0	562	49	48	80	**177**	**79**	**316**	**21**	1	417	**10**	24	**109**	143	**1299**
08:00	**80**	**378**	**33**	**1**	492	49	27	63	139	79	322	11	1	413	9	25	102	136	1180
08:15	82	393	18	1	494	**55**									5	**33**	109	**147**	**1215**
08:30	**69**	**363**	**14**	**1**	**447**	**54**	**20**	**89**	**163**	**87**	**362**	6	**3**	**458**					
Total Volume	338	1566	88	3	1995	207	129	309	645	306	1333	49	5	1693	27	99	400	526	4859
% App. Total	16.9	78.5	4.4	0.2		32.1	20	47.9		18.1	78.7	2.9	0.3		5.1	18.8	76		
PHF	.790	.906	.667	.750	.887	.941	.672	.868	.911	.879	.921	.583	.417	.924	.675	.750	.917	.895	.935

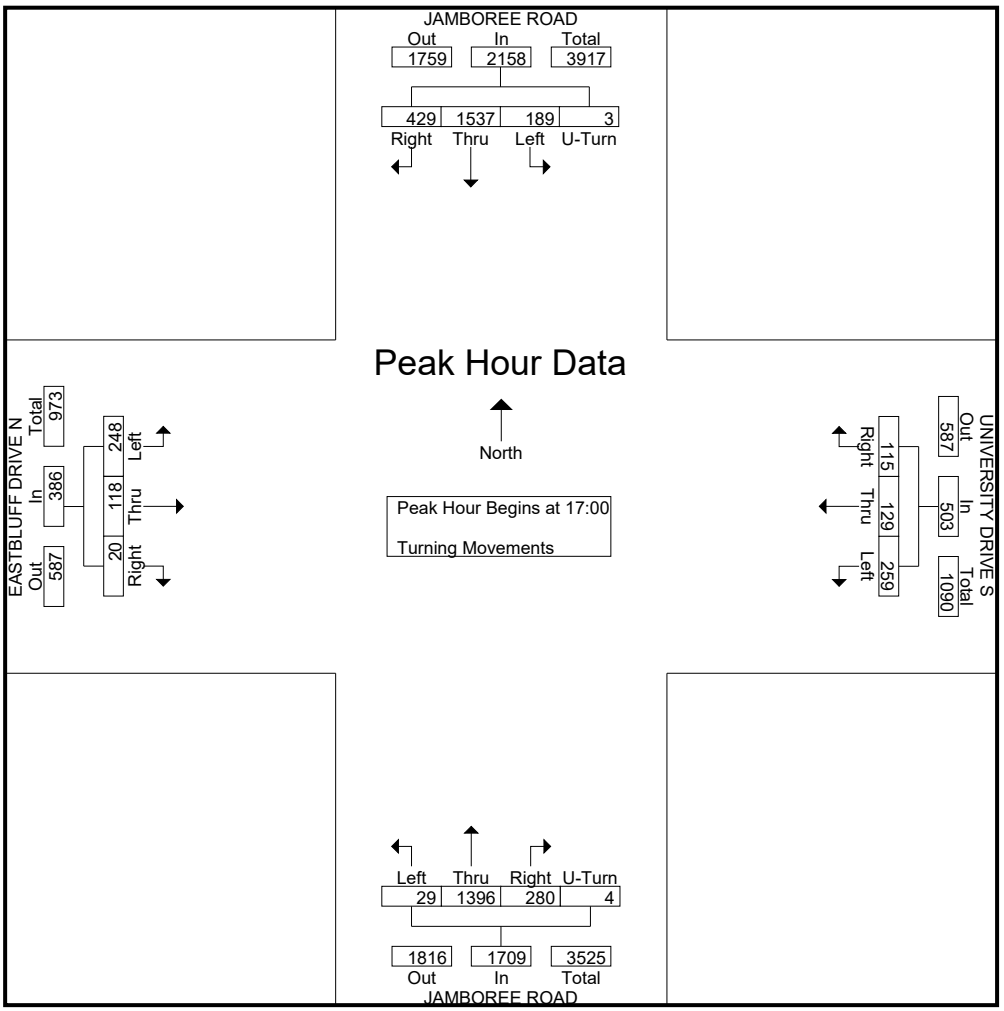


Transportation Studies, Inc.
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: JAMBOREE ROAD
E-W Direction: EASTBLUFF / UNIVERSITY

File Name : H1703019
Site Code : 00000000
Start Date : 4/5/2017

	JAMBOREE ROAD Southbound					UNIVERSITY DRIVE S Westbound				JAMBOREE ROAD Northbound					EASTBLUFF DRIVE N Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 17:00																			
17:00	112										372		2	455					
17:15	108	389	49	1	547	34	26	69	129	67	370	4	1	442	5	30	65	100	**1218**
17:30	**105**	**403**	43	0	**551**	18	34	**85**							**7**	28	**71**	**106**	
17:45	**104**	**357**	**58**	**2**	521	**35**	**43**	63	**141**	**74**	315	**11**	1	401	5	**31**	48	84	1147
Total Volume	429	1537	189	3	2158	115	129	259	503	280	1396	29	4	1709	20	118	248	386	4756
% App. Total	19.9	71.2	8.8	0.1		22.9	25.6	51.5		16.4	81.7	1.7	0.2		5.2	30.6	64.2		
PHF	.958	.953	.815	.375	.979	.821	.750	.762	.892	.946	.938	.659	.500	.939	.714	.952	.873	.910	.976



ITM Peak Hour Summary

Prepared by:

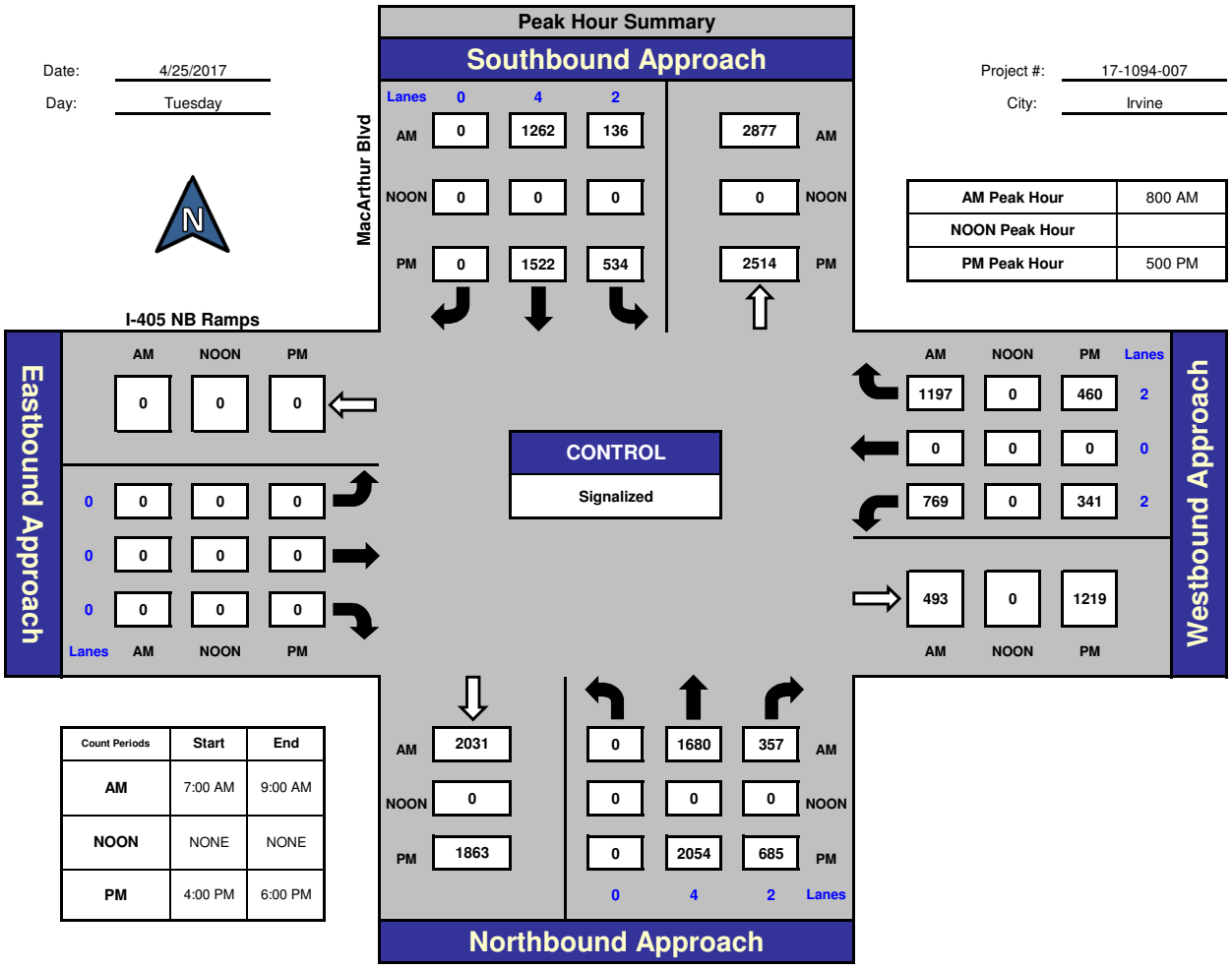
National Data & Surveying Services

MacArthur Blvd and I-405 NB Ramps , Irvine

Date: 4/25/2017
Day: Tuesday

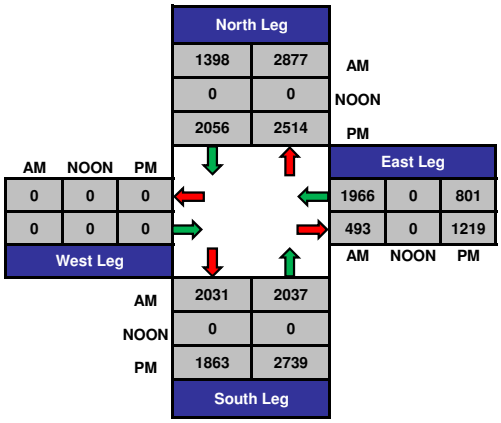
Project #: 17-1094-007
City: Irvine

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

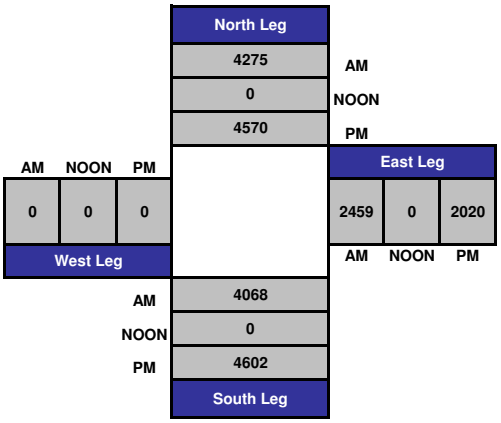


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

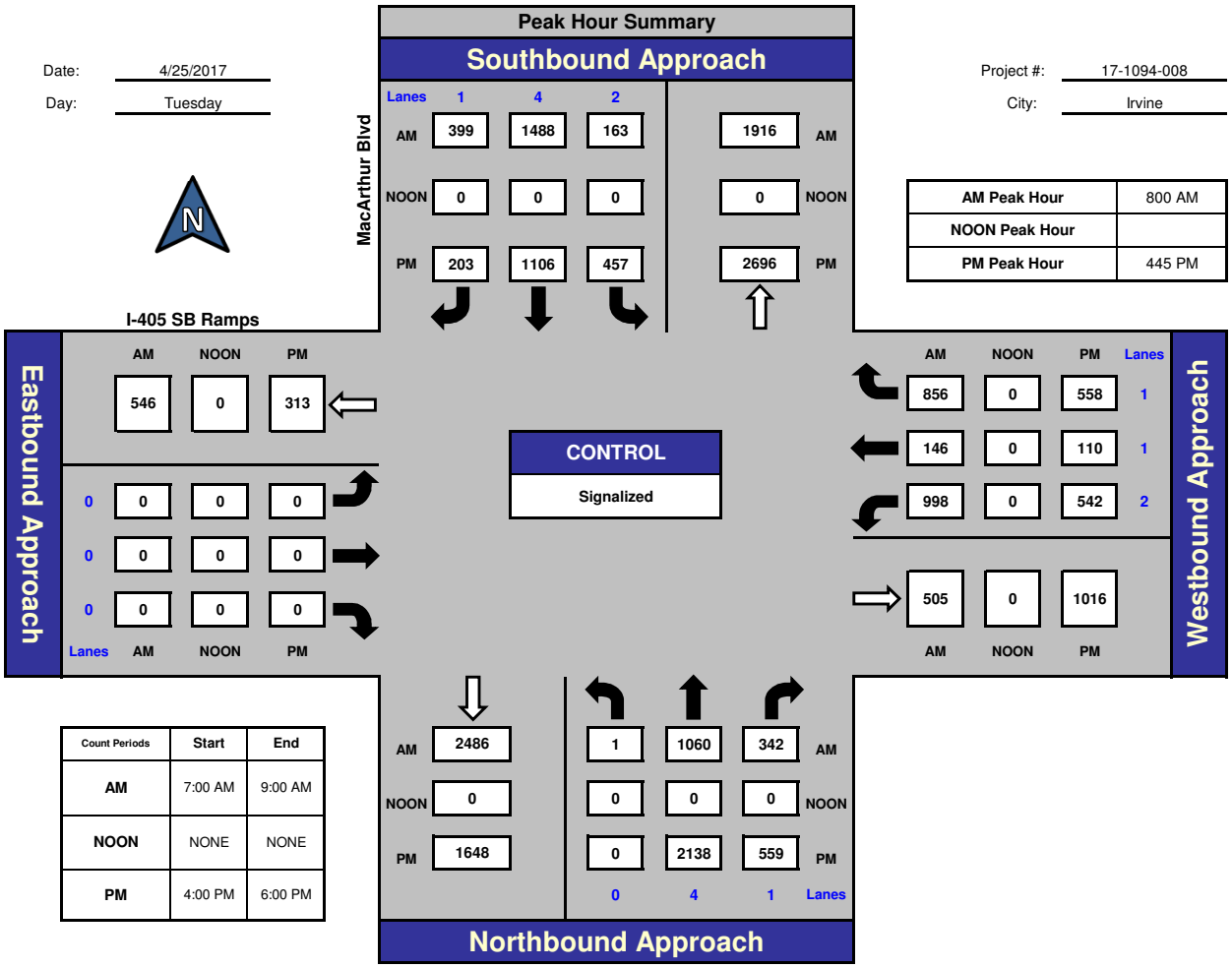
Prepared by:

National Data & Surveying Services

MacArthur Blvd and I-405 SB Ramps , Irvine

Date: 4/25/2017
Day: Tuesday

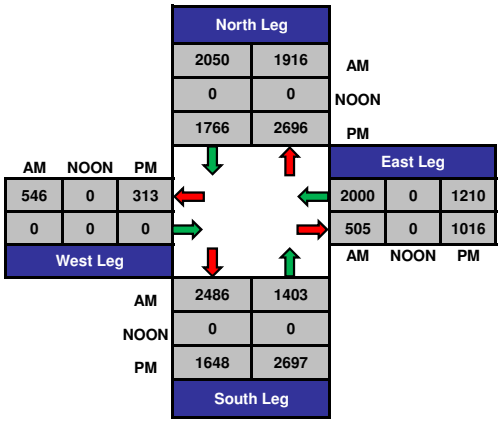
Project #: 17-1094-008
City: Irvine



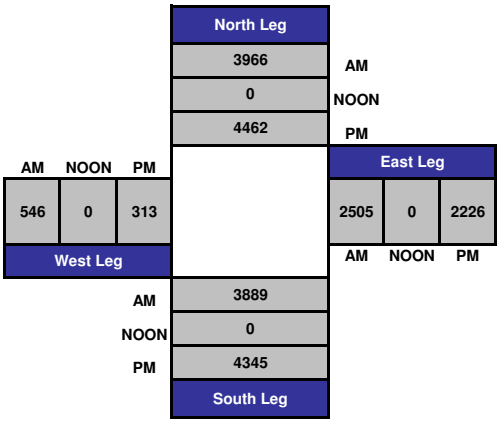
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

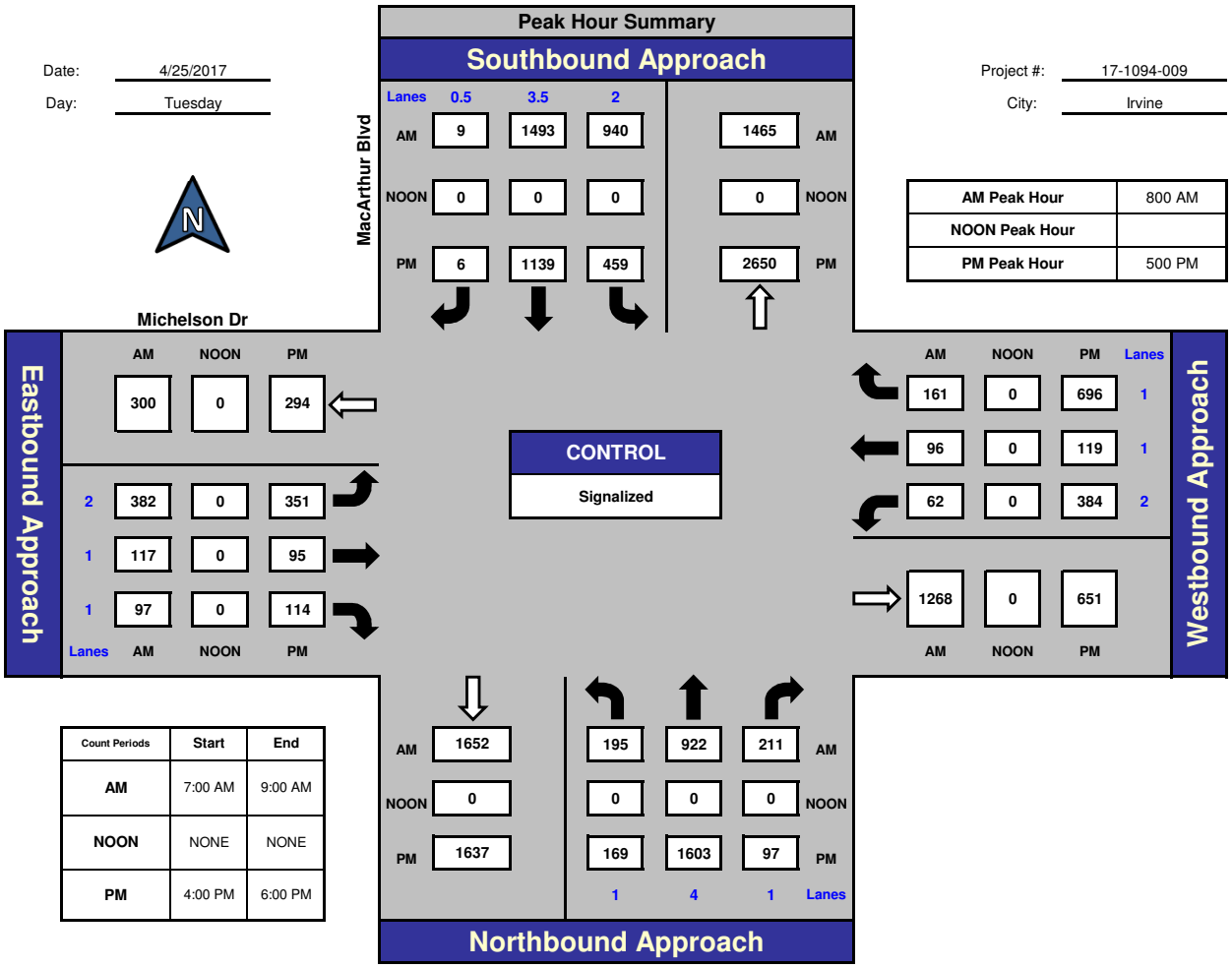
National Data & Surveying Services

MacArthur Blvd and Michelson Dr , Irvine

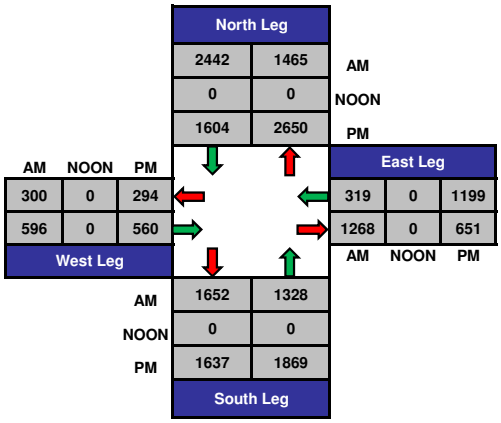
Date: 4/25/2017
Day: Tuesday

Project #: 17-1094-009
City: Irvine

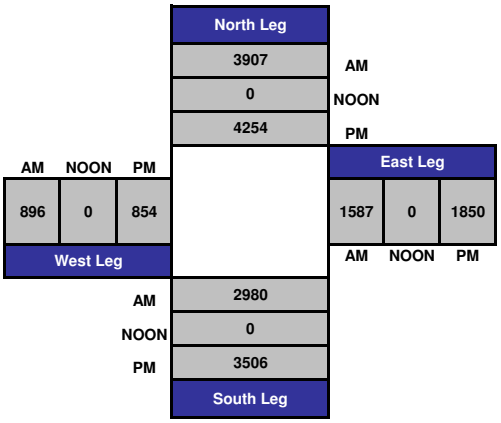
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

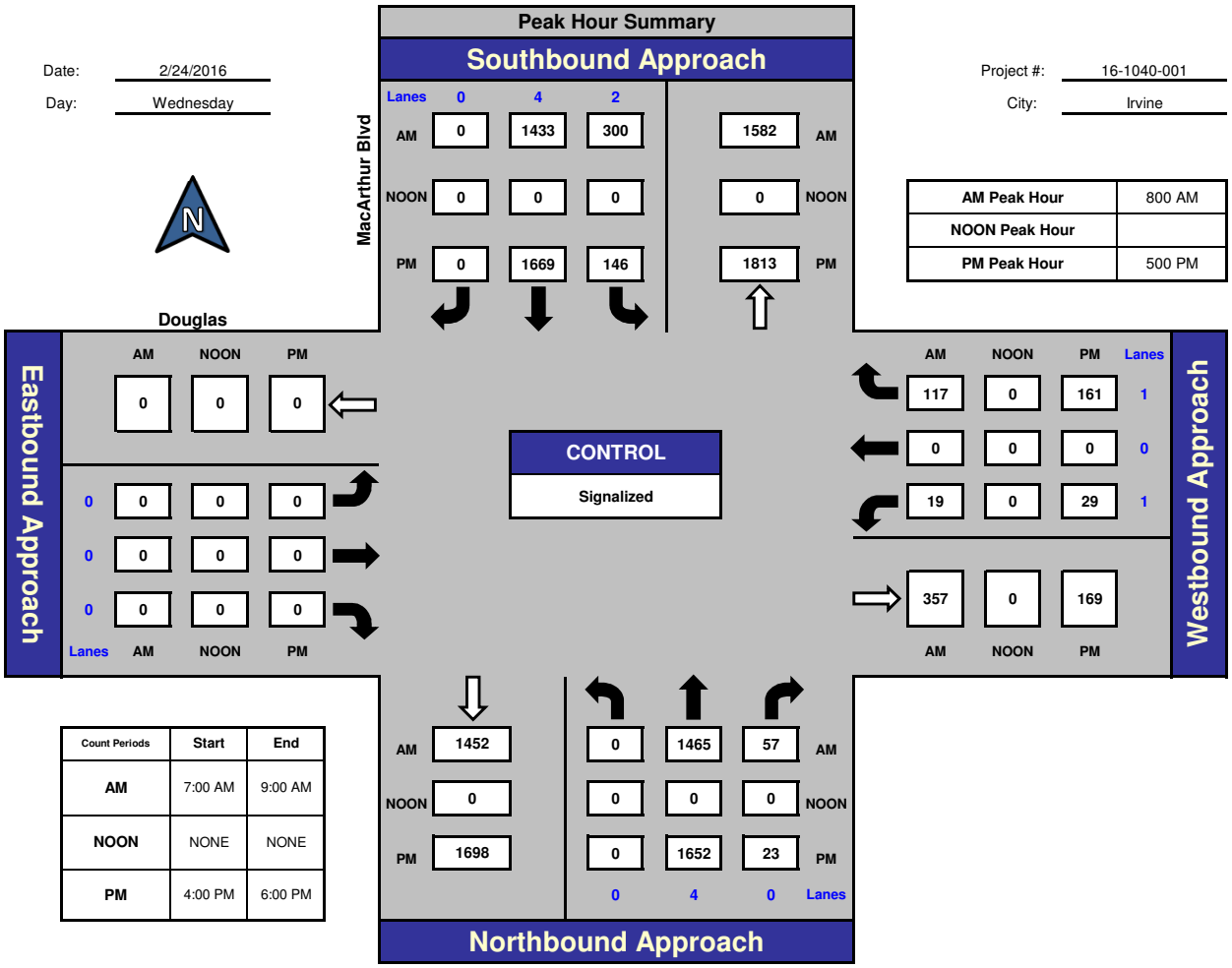
National Data & Surveying Services

MacArthur Blvd and Douglas , Irvine

Date: 2/24/2016
Day: Wednesday

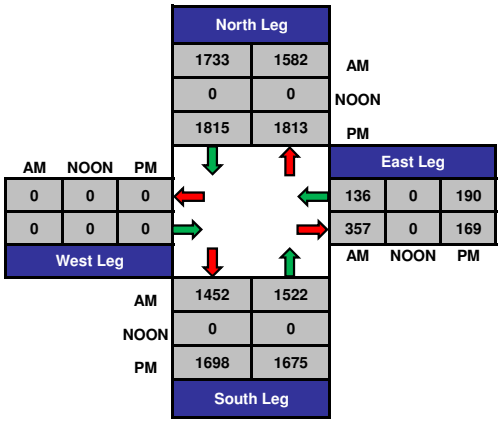
Project #: 16-1040-001
City: Irvine

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

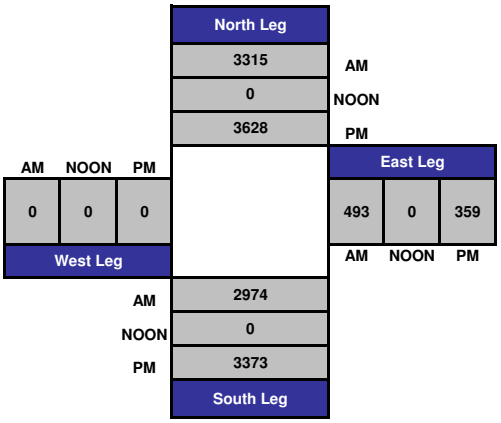


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Prepared by NDS/ATD

VOLUME

MacArthur Blvd Bet. I-405 SB Ramps & Michelson Dr

Day: Tuesday
Date: 4/25/2017

City: Irvine
Project #: CA17_1095_007

DAILY TOTALS	NB	SB	EB	WB	Total
	27,859	23,969	0	0	51,828

AM Period	NB		SB		EB		WB		TOTAL	
00:00	52		23						75	
00:15	41		27						68	
00:30	66		17						83	
00:45	63	222	19	86					82	308
01:00	49		15						64	
01:15	35		17						52	
01:30	54		15						69	
01:45	57	195	18	65					75	260
02:00	94		9						103	
02:15	56		11						67	
02:30	54		11						65	
02:45	31	235	15	46					46	281
03:00	23		15						38	
03:15	20		15						35	
03:30	17		19						36	
03:45	14	74	30	79					44	153
04:00	19		27						46	
04:15	32		45						77	
04:30	45		94						139	
04:45	59	155	152	318					211	473
05:00	86		99						185	
05:15	120		158						278	
05:30	136		184						320	
05:45	173	515	281	722					454	1237
06:00	178		279						457	
06:15	144		323						467	
06:30	151		368						519	
06:45	206	679	457	1427					663	2106
07:00	224		434						658	
07:15	259		455						714	
07:30	275		457						732	
07:45	328	1086	556	1902					884	2988
08:00	340		575						915	
08:15	338		609						947	
08:30	415		608						1023	
08:45	359	1452	668	2460					1027	3912
09:00	371		649						1020	
09:15	387		525						912	
09:30	349		430						779	
09:45	390	1497	440	2044					830	3541
10:00	332		341						673	
10:15	327		301						628	
10:30	346		342						688	
10:45	351	1356	370	1354					721	2710
11:00	388		339						727	
11:15	438		367						805	
11:30	464		376						840	
11:45	464	1754	396	1478					860	3232
TOTALS		9220		11981						21201
SPLIT %		43.5%		56.5%						40.9%

PM Period	NB		SB		EB		WB		TOTAL	
12:00	392		364						756	
12:15	475		411						886	
12:30	415		372						787	
12:45	451	1733	387	1534					838	3267
13:00	392		365						757	
13:15	471		339						810	
13:30	444		327						771	
13:45	409	1716	367	1398					776	3114
14:00	447		308						755	
14:15	445		302						747	
14:30	465		279						744	
14:45	449	1806	284	1173					733	2979
15:00	479		282						761	
15:15	482		286						768	
15:30	494		298						792	
15:45	521	1976	380	1246					901	3222
16:00	559		343						902	
16:15	564		326						890	
16:30	560		411						971	
16:45	614	2297	396	1476					1010	3773
17:00	706		421						1127	
17:15	723		406						1129	
17:30	667		433						1100	
17:45	595	2691	362	1622					957	4313
18:00	566		381						947	
18:15	472		283						755	
18:30	414		303						717	
18:45	420	1872	252	1219					672	3091
19:00	377		217						594	
19:15	359		172						531	
19:30	351		147						498	
19:45	322	1409	149	685					471	2094
20:00	277		166						443	
20:15	305		127						432	
20:30	256		136						392	
20:45	215	1053	126	555					341	1608
21:00	176		109						285	
21:15	203		112						315	
21:30	245		148						393	
21:45	214	838	144	513					358	1351
22:00	231		116						347	
22:15	196		112						308	
22:30	238		98						336	
22:45	200	865	66	392					266	1257
23:00	134		53						187	
23:15	93		40						133	
23:30	88		46						134	
23:45	68	383	36	175					104	558
TOTALS		18639		11988						30627
SPLIT %		60.9%		39.1%						59.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	27,859	23,969	0	0	51,828

AM Peak Hour	11:30	08:15			08:15	PM Peak Hour	16:45	16:45			16:45
AM Pk Volume	1795	2534			4017	PM Pk Volume	2710	1656			4366
Pk Hr Factor	0.945	0.948			0.978	Pk Hr Factor	0.937	0.956			0.967
7 - 9 Volume	2538	4362	0	0	6900	4 - 6 Volume	4988	3098	0	0	8086
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:45	16:45			16:45
7 - 9 Pk Volume	1452	2460	0	0	3912	4 - 6 Pk Volume	2710	1656	0	0	4366
Pk Hr Factor	0.875	0.921	0.000	0.000	0.952	Pk Hr Factor	0.937	0.956	0.000	0.000	0.967

Prepared by NDS/ATD

VOLUME

MacArthur Blvd Bet. Michelson Dr & Campus Dr

Day: Tuesday
Date: 4/25/2017

City: Irvine
Project #: CA17_1095_008

DAILY TOTALS	NB	SB	EB	WB	Total
	17,395	17,574	0	0	34,969

AM Period	NB		SB		EB		WB		TOTAL	
00:00	33		19						52	
00:15	25		24						49	
00:30	28		17						45	
00:45	29	115	13	73					42	188
01:00	11		10						21	
01:15	11		9						20	
01:30	21		13						34	
01:45	24	67	14	46					38	113
02:00	8		5						13	
02:15	17		7						24	
02:30	27		11						38	
02:45	8	60	9	32					17	92
03:00	11		7						18	
03:15	7		7						14	
03:30	11		7						18	
03:45	7	36	14	35					21	71
04:00	9		10						19	
04:15	21		18						39	
04:30	17		33						50	
04:45	32	79	71	132					103	211
05:00	51		50						101	
05:15	63		100						163	
05:30	115		97						212	
05:45	105	334	131	378					236	712
06:00	101		129						230	
06:15	99		143						242	
06:30	143		167						310	
06:45	194	537	263	702					457	1239
07:00	194		231						425	
07:15	229		253						482	
07:30	253		278						531	
07:45	297	973	322	1084					619	2057
08:00	302		360						662	
08:15	335		349						684	
08:30	310		355						665	
08:45	307	1254	370	1434					677	2688
09:00	266		394						660	
09:15	261		373						634	
09:30	219		307						526	
09:45	251	997	294	1368					545	2365
10:00	193		252						445	
10:15	227		214						441	
10:30	242		239						481	
10:45	270	932	296	1001					566	1933
11:00	266		274						540	
11:15	253		288						541	
11:30	299		309						608	
11:45	288	1106	281	1152					569	2258
TOTALS		6490		7437						**13927**
SPLIT %		46.6%		53.4%						**39.8%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	282		290						572	
12:15	278		304						582	
12:30	301		293						594	
12:45	275	1136	275	1162					550	2298
13:00	302		252						554	
13:15	319		251						570	
13:30	279		234						513	
13:45	264	1164	278	1015					542	2179
14:00	312		236						548	
14:15	260		248						508	
14:30	284		218						502	
14:45	227	1083	242	944					469	2027
15:00	325		225						550	
15:15	315		235						550	
15:30	301		245						546	
15:45	296	1237	307	1012					603	2249
16:00	334		291						625	
16:15	325		326						651	
16:30	315		373						688	
16:45	347	1321	389	1379					736	2700
17:00	388		387						775	
17:15	430		419						849	
17:30	372		374						746	
17:45	375	1565	330	1510					705	3075
18:00	325		327						652	
18:15	278		295						573	
18:30	253		264						517	
18:45	216	1072	242	1128					458	2200
19:00	209		198						407	
19:15	185		147						332	
19:30	153		133						286	
19:45	153	700	133	611					286	1311
20:00	158		120						278	
20:15	165		114						279	
20:30	116		118						234	
20:45	108	547	91	443					199	990
21:00	123		93						216	
21:15	127		99						226	
21:30	106		106						212	
21:45	119	475	126	424					245	899
22:00	103		96						199	
22:15	112		101						213	
22:30	101		96						197	
22:45	83	399	64	357					147	756
23:00	52		49						101	
23:15	48		33						81	
23:30	55		37						92	
23:45	51	206	33	152					84	358
TOTALS		10905		10137						**21042**
SPLIT %		51.8%		48.2%						**60.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	17,395	17,574	0	0	34,969

AM Peak Hour	08:00	08:30			**08:00**
AM Pk Volume	1254	1492			**2688**
Pk Hr Factor	0.936	0.947			**0.982**
7 - 9 Volume	2227	2518	0	0	**4745**
7 - 9 Peak Hour	08:00	08:00			**08:00**
7 - 9 Pk Volume	1254	1434	0	0	**2688**
Pk Hr Factor	0.936	0.969	0.000	0.000	**0.982**

PM Peak Hour	17:00	16:45			**16:45**
PM Pk Volume	1565	1569			**3106**
Pk Hr Factor	0.910	0.936			**0.915**
4 - 6 Volume	2886	2889	0	0	**5775**
4 - 6 Peak Hour	17:00	16:45			**16:45**
4 - 6 Pk Volume	1565	1569	0	0	**3106**
Pk Hr Factor	0.910	0.936	0.000	0.000	**0.915**

Transportation Studies, Inc.

2640 Walnut Avenue, Suite L

Tustin, CA. 92780

Location : MACARTHUR BOULEVARD — Site: NB

Segment : S/O BIRCH STREET — Date: 04/04/17

Client : CITY OF NB — Day: Tuesday

Interval	NB				SB				Combined			
Begin	AM		PM		AM		PM		AM		PM	
12:00	12	45	175	690	7	26	204	864	19	71	379	1,554
12:15	9		188		10		248		19		436	
12:30	12		160		6		210		18		370	
12:45	12		167		3		202		15		369	
01:00	7	22	144	644	3	17	201	769	10	39	345	1,413
01:15	6		154		4		174		10		328	
01:30	3		191		2		206		5		397	
01:45	6		155		8		188		14		343	
02:00	3	31	155	683	3	14	188	728	6	45	343	1,411
02:15	10		188		4		184		14		372	
02:30	15		158		4		168		19		326	
02:45	3		182		3		188		6		370	
03:00	5	13	190	733	6	14	180	770	11	27	370	1,503
03:15	2		186		2		208		4		394	
03:30	3		174		4		186		7		360	
03:45	3		183		2		196		5		379	
04:00	2	26	218	795	2	55	231	875	4	81	449	1,670
04:15	4		185		10		204		14		389	
04:30	6		222		13		210		19		432	
04:45	14		170		30		230		44		400	
05:00	29	207	288	946	39	197	278	1,123	68	404	566	2,069
05:15	48		200		22		304		70		504	
05:30	66		256		56		275		122		531	
05:45	64		202		80		266		144		468	
06:00	50	272	152	570	77	378	186	608	127	650	338	1,178
06:15	58		156		88		169		146		325	
06:30	66		150		90		128		156		278	
06:45	98		112		123		125		221		237	
07:00	132	571	81	326	132	662	77	351	264	1,233	158	677
07:15	106		93		130		78		236		171	
07:30	152		94		188		112		340		206	
07:45	181		58		212		84		393		142	
08:00	192	811	66	247	201	780	47	213	393	1,591	113	460
08:15	194		67		187		46		381		113	
08:30	194		53		208		56		402		109	
08:45	231		61		184		64		415		125	
09:00	154	609	40	182	164	721	48	205	318	1,330	88	387
09:15	146		50		162		57		308		107	
09:30	152		47		193		40		345		87	
09:45	157		45		202		60		359		105	
10:00	144	512	34	127	154	641	44	174	298	1,153	78	301
10:15	98		46		154		55		252		101	
10:30	134		28		172		50		306		78	
10:45	136		19		161		25		297		44	
11:00	134	644	20	76	168	778	23	68	302	1,422	43	144
11:15	161		22		198		17		359		39	
11:30	156		18		184		19		340		37	
11:45	193		16		228		9		421		25	
Totals	3,763		6,019		4,283		6,748		8,046		12,767	
Split%	46.8		47.1		53.2		52.9					
Day Totals		9,782				11,031				20,813		
Day Splits		47.0				53.0						
Peak Hour	08:00		05:00		07:45		05:00		08:00		05:00	
Volume	811		946		808		1,123		1,591		2,069	
Factor	0.88		0.82		0.95		0.92		0.96		0.91	

LSA

Average Daily Traffic Volume Development

1. I-405 southbound ramps to Michelson Drive

Upstream Int: 19		Downstream Int: 20		Average
Approach	**PM Vol**	**Departure**	**PM Vol**	**PM Vol**
NBL	0	NBT	1,603	
NBT	2,181	EBL	351	
NBR	570	WBR	696	
Total	*2,751*	*Total*	*2,650*	***2,701***
Departure	**PM Vol**	**Approach**	**PM Vol**	**PM Vol**
SBT	1,128	SBL	459	
EBR	0	SBT	1,139	
WBL	553	SBR	6	
Total	*1,681*	*Total*	*1,604*	***1,643***
Total				**4,344**

ADT Factor	Growth Factor	Project ADT
10	1.05	377
	Related Projects ADT	
	8,766	

	Existing ADT	Cumulative ADT	Existing Plus Project ADT	Cumulative Plus Project ADT
	43,440	54,378	43,817	54,755
2017 ADT:	51,828	63,185	52,205	63,562

2. Michelson Drive to Douglas

Upstream Int: 20		Downstream Int: 21		Average
Approach	**PM Vol**	**Departure**	**PM Vol**	**PM Vol**
NBL	169	NBT	1,652	
NBT	1,603	EBL	0	
NBR	97	WBR	161	
Total	*1,869*	*Total*	*1,813*	***1,841***
Departure	**PM Vol**	**Approach**	**PM Vol**	**PM Vol**
SBT	1,139	SBL	146	
EBR	114	SBT	1,669	
WBL	384	SBR	0	
Total	*1,637*	*Total*	*1,815*	***1,726***
Total				**3,567**

ADT Factor	Growth Factor	Project ADT
10	1.05	377
	Related Projects ADT	
	7,324	

	Existing ADT	Cumulative ADT	Existing Plus Project ADT	Cumulative Plus Project ADT
	35,670	44,778	36,047	45,155
2017 ADT:	34,969	44,041	35,346	44,418

3. Douglas to Campus Drive

Upstream Int: 21		Downstream Int: 1		Average
Approach	**PM Vol**	**Departure**	**PM Vol**	**PM Vol**
NBL	0	NBT	298	
NBT	1,652	EBL	94	
NBR	23	WBR	34	
Total	*1,675*	*Total*	*426*	***1,051***
Departure	**PM Vol**	**Approach**	**PM Vol**	**PM Vol**
SBT	1,669	SBL	31	
EBR	0	SBT	267	
WBL	29	SBR	152	
Total	*1,698*	*Total*	*450*	***1,074***
Total				**2,125**

ADT Factor	Growth Factor	Project ADT
10	1	377
	Related Projects ADT	
	5,247	

	Existing ADT	Cumulative ADT	Existing Plus Project ADT	Cumulative Plus Project ADT
	21,250	26,497	21,627	26,874
2017 ADT:	34,969	40,216	35,346	40,593

4. Campus Drive to Birch Street

Upstream Int: 1		Downstream Int: 5		Average
Approach	**PM Vol**	**Departure**	**PM Vol**	**PM Vol**
NBL	131	NBT	781	
NBT	1,141	EBL	277	
NBR	44	WBR	167	
Total	*1,316*	*Total*	*1,225*	***1,271***
Departure	**PM Vol**	**Approach**	**PM Vol**	**PM Vol**
SBT	1,056	SBL	46	
EBR	69	SBT	858	
WBL	90	SBR	188	
Total	*1,215*	*Total*	*1,092*	***1,154***
Total				**2,425**

ADT Factor	Growth Factor	Project ADT
10	1	377
	Related Projects ADT	
	5,256	

	Existing ADT	Cumulative ADT	Existing Plus Project ADT	Cumulative Plus Project ADT
	24,250	29,506	24,627	29,883
2017 ADT:	20,813	26,069	21,190	26,446

APPENDIX B

ICU WORKSHEETS

Newport Crossings
LSA Project No. CNB1702

Scenario Report

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

Newport Crossings
LSA Project No. CNB1702

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000 V/C
# 2 Campus Dr/Bristol St (N)	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000 V/C
# 3 Campus Dr-Irvine Ave/Bristol S	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C
# 4 Irvine Ave/Mesa Dr	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000 V/C
# 5 MacArthur Blvd/Birch St	A	xxxxx	0.364	A	xxxxx	0.364	+ 0.000 V/C
# 6 Birch St/Bristol St (N)	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
# 7 Birch St/Bristol St (S)	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
# 8 Von Karman Ave/Campus Dr	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000 V/C
# 9 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C
# 10 Bayview Pl/Bristol St (S)	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
# 11 Jamboree Rd/Campus Dr	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000 V/C
# 12 Jamboree Rd/Birch St	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 13 MacArthur Blvd/Jamboree Rd	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000 V/C
# 14 Jamboree Rd/Bristol St (N)	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000 V/C
# 15 Jamboree Rd/Bristol St (S)	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000 V/C
# 16 Jamboree Rd/Bayview Way	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
# 17 Jamboree Rd/Eastbluff Dr-Unive	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C

Newport Crossings
LSA Project No. CNB1702

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	MacArthur Blvd						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	34	732	79	279	951	205	557	847	71	43	197	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	732	79	279	951	205	557	847	71	43	197	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	34	732	79	279	951	205	557	847	71	43	197	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	732	79	279	951	205	557	847	71	43	197	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	34	732	79	279	951	205	557	847	71	43	197	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.11	0.05	0.17	0.15	0.13	0.17	0.18	0.04	0.01	0.04	0.00
Crit Moves:		****		****			****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #2 Campus Dr/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Campus Dr									Bristol St (N)		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	0	0	0	4	0	3	0	0	0	0	0	1	0	3	1	0
Volume Module:																				
Base Vol:	549	1786	0	0	236	232	0	0	0	189	917	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	549	1786	0	0	236	232	0	0	0	189	917	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:	549	1786	0	0	236	232	0	0	0	189	917	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	549	1786	0	0	236	232	0	0	0	189	917	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	549	1786	0	0	236	232	0	0	0	189	917	159
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.41	0.59
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5454	946
Capacity Analysis Module:																				
Vol/Sat:	0.17	0.37	0.00	0.00	0.04	0.05	0.00	0.00	0.00	0.12	0.17	0.17
Crit Moves:		****									****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #3 Campus Dr-Irvine Ave/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Campus Dr-Irvine Ave						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1	0	1	0 3	0 0	1	1 2	0 2	0	0 0 0 0
Volume Module:												
Base Vol:	0	1100	225	96	340	0	1132	1783	494	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1100	225	96	340	0	1132	1783	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1100	225	96	340	0	1132	1783	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1100	225	96	340	0	1132	1783	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1100	225	96	340	0	1132	1783	494	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.15	0.85	1.00	3.00	0.00	1.55	2.45	2.00	0.00	0.00	0.00
Final Sat.:	0	6642	1358	1600	4800	0	2485	3915	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.06	0.07	0.00	0.46	0.46	0.15	0.00	0.00	0.00
Crit Moves:		****		****			****					

Newport Crossings
LSA Project No. CNB1702

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

Intersection #4 Irvine Ave/Mesa Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Irvine Ave						Mesa Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	91	1248	480	8	633	33	172	307	110	116	28	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1248	480	8	633	33	172	307	110	116	28	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1248	480	8	633	33	172	307	110	116	28	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1248	480	8	633	33	172	307	110	116	28	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1248	480	8	633	33	172	307	110	116	28	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.47	0.53	2.00	0.93	0.07
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2356	844	3200	1493	107
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.30	0.01	0.13	0.02	0.11	0.13	0.13	0.04	0.02	0.02
Crit Moves:			****	****				****		****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #5 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	MacArthur Blvd						Birch St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	1	0	1	1	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	32	715	77	86	714	218	100	334	59	29	108	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	715	77	86	714	218	100	334	59	29	108	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	32	715	77	86	714	218	100	334	59	29	108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	715	77	86	714	218	100	334	59	29	108	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	32	715	77	86	714	218	100	334	59	29	108	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.06	0.94	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4903	1497	1600	2629	571	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.05	0.05	0.15	0.15	0.06	0.13	0.10	0.02	0.03	0.00
Crit Moves:		****		****				****			****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #6 Birch St/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Street Name:	Birch St									Bristol St (N)		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	1	0
Volume Module:												
Base Vol:	73	1093	0	0	106	101	0	0	0	354	1102	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1093	0	0	106	101	0	0	0	354	1102	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1093	0	0	106	101	0	0	0	354	1102	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1093	0	0	106	101	0	0	0	354	1102	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1093	0	0	106	101	0	0	0	354	1102	267
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	3.41	0.59
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1600	5464	936
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.00	0.00	0.03	0.03	0.00	0.00	0.00	0.22	0.20	0.29
Crit Moves:		****										****

Newport Crossings
LSA Project No. CNB1702

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

Intersection #7 Birch St/Bristol St (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Birch St						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	384	383	122	337	0	770	1179	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	384	383	122	337	0	770	1179	174	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	384	383	122	337	0	770	1179	174	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	384	383	122	337	0	770	1179	174	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	384	383	122	337	0	770	1179	174	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.58	3.03	0.39	0.00	0.00	0.00
Final Sat.:	0	3204	3196	3200	3200	0	2528	4854	617	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.04	0.11	0.00	0.30	0.24	0.28	0.00	0.00	0.00
Crit Moves:		****		****			****					

Newport Crossings
LSA Project No. CNB1702

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

Intersection #8 Von Karman Ave/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Street Name:	Von Karman Ave						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	16	675	28	81	424	82	302	362	59	71	262	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	675	28	81	424	82	302	362	59	71	262	105
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	675	0	81	424	82	302	362	59	71	262	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	675	0	81	424	82	302	362	59	71	262	105
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	675	0	81	424	82	302	362	59	71	262	105
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00	1.00	1.43	0.57
Final Sat.:	1600	3200	1600	1600	2681	519	1600	3200	1600	1600	2284	916
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.00	0.05	0.16	0.16	0.19	0.11	0.04	0.04	0.11	0.11
Crit Moves:		****		****			****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #9 MacArthur Blvd/Von Karman Ave

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

Street Name:	MacArthur Blvd						Von Karman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	42	732	668	53	395	143	19	75	42	116	126	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	732	668	53	395	143	19	75	42	116	126	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	732	668	53	395	143	19	75	42	116	126	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	732	668	53	395	143	19	75	42	116	126	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	732	668	53	395	143	19	75	42	116	126	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.42	0.03	0.08	0.09	0.01	0.02	0.03	0.04	0.08	0.02
Crit Moves:			****	****			****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #10 Bayview Pl/Bristol St (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Bayview Pl						Bristol St (S)					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 2	0	0 0	0 0	0	0 4	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	67	0	0	0	0	3026	382	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	67	0	0	0	0	3026	382	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	67	0	0	0	0	3026	382	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	67	0	0	0	0	3026	382	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	67	0	0	0	0	3026	382	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.47	0.24	0.00	0.00	0.00
Crit Moves:			****					****				

Newport Crossings
LSA Project No. CNB1702

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

Intersection #11 Jamboree Rd/Campus Dr

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

Street Name:	Jamboree Rd						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	98	1134	129	169	1781	135	87	179	45	436	316	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1134	129	169	1781	135	87	179	45	436	316	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	98	1134	129	169	1781	135	87	179	0	436	316	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1134	129	169	1781	135	87	179	0	436	316	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	98	1134	129	169	1781	135	87	179	0	436	316	97
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.59	0.41	2.00	2.79	0.21	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5746	654	3200	4462	338	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.05	0.40	0.40	0.03	0.06	0.00	0.14	0.10	0.06
Crit Moves:	****				****			****			****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #12 Jamboree Rd/Birch St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name:	Jamboree Rd						Birch St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	167	1245	5	2	1703	568	119	2	51	1	3	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1245	5	2	1703	568	119	2	51	1	3	4
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	167	1245	5	2	1703	0	119	2	0	1	3	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1245	5	2	1703	0	119	2	0	1	3	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	167	1245	5	2	1703	0	119	2	0	1	3	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.97	0.03	1.00	0.12	0.38	0.50
Final Sat.:	1600	4781	19	1600	4800	1600	3147	53	1600	200	600	800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.00	0.35	0.00	0.04	0.04	0.00	0.01	0.01	0.01
Crit Moves:	****				****			****			****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #13 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	MacArthur Blvd						Jamboree Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	4	0	1	3	0	3	0	1
Volume Module:																				
Base Vol:	150	1270	460	64	350	190	455	1016	277	266	691	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1270	460	64	350	190	455	1016	277	266	691	204
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1270	460	64	350	0	455	1016	277	266	691	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1270	460	64	350	0	455	1016	277	266	691	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	1270	460	64	350	0	455	1016	277	266	691	204
OvlAdjVol:			371									
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.26	0.29	0.02	0.07	0.00	0.14	0.16	0.17	0.06	0.14	0.13
OvlAdjV/S:			0.23									
Crit Moves:	****			****			****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #14 Jamboree Rd/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.340
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Jamboree Rd						Bristol St (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	653	1648	657	0	712	378	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	653	1648	657	0	712	378	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	653	1648	0	0	712	378	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	653	1648	0	0	712	378	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	653	1648	0	0	712	378	0	0	0	0	0	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.27	1.73	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	5226	2774	0	0	0	0	0	0
Capacity Analysis Module:																				
Vol/Sat:	0.20	0.34	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Newport Crossings
LSA Project No. CNB1702

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

Intersection #15 Jamboree Rd/Bristol St (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: B

Street Name:	Jamboree Rd						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1 0	0	0	4 0 0	1	1	1 0 2	0	0	0 0 0
Volume Module:												
Base Vol:	0	1753	37	0	701	0	1185	465	1382	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1753	37	0	701	0	1185	465	1382	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1753	37	0	701	0	1185	465	1382	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1753	37	0	701	0	1185	465	1382	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1753	37	0	701	0	1185	465	1382	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.90	0.10	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7835	165	0	6400	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.00	0.11	0.00	0.37	0.29	0.43	0.00	0.00	0.00
Crit Moves:		****							****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #16 Jamboree Rd/Bayview Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Jamboree Rd						Bayview Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 1 0	1	0	4 0 1	2	0	1 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	129	1853	70	68	1844	157	48	10	91	19	2	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1853	70	68	1844	157	48	10	91	19	2	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1853	70	68	1844	157	48	10	91	19	2	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1853	70	68	1844	157	48	10	91	19	2	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	1853	70	68	1844	157	48	10	91	19	2	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.85	0.15	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6167	233	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.04	0.29	0.10	0.02	0.01	0.06	0.01	0.00	0.04
Crit Moves:	****				****				****	****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #17 Jamboree Rd/Eastbluff Dr-University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	Jamboree Rd					Eastbluff Dr-University Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	54	1333	306	91	1566	338	400	99	27	309	129	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	1333	306	91	1566	338	400	99	27	309	129	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	54	1333	306	91	1566	338	400	99	27	309	129	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1333	306	91	1566	338	400	99	27	309	129	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	54	1333	306	91	1566	338	400	99	27	309	129	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.60	0.40	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2565	635	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.19	0.03	0.33	0.21	0.16	0.16	0.02	0.10	0.08	0.00
Crit Moves:	****				****		****			****		

Newport Crossings
LSA Project No. CNB1702

Scenario Report

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

Newport Crossings
LSA Project No. CNB1702

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 18 MacArthur Blvd/I-405 NB Ramps	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
# 19 MacArthur Blvd/I-405 SB Ramps	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
# 20 MacArthur Blvd/Michelson Dr	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
# 21 MacArthur Blvd/Douglas	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C

Newport Crossings
LSA Project No. CNB1702

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

Intersection #18 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100				Critical Vol./Cap.(X):				0.563							
Loss Time (sec):	5				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	27				Level Of Service:				A							
Street Name:	MacArthur Blvd							I-405 NB Ramps								
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	4	0	2	2	0	4	0	0	0	0	0	0	0	2	0	0	0	2
Volume Module:																
Base Vol:	0	1680	357		136	1262	0		0	0	0		769	0	1197	
Growth Adj:	1.00	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	1680	357		136	1262	0		0	0	0		769	0	1197	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	1680	357		136	1262	0		0	0	0		769	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1680	357		136	1262	0		0	0	0		769	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	1680	357		136	1262	0		0	0	0		769	0	0	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	4.00	2.00		2.00	4.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	6800	3400		3400	6800	0		0	0	0		3400	0	3400	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.11		0.04	0.19	0.00		0.00	0.00	0.00		0.23	0.00	0.00	
Crit Moves:		****				****							****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #19 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100				Critical Vol./Cap.(X):				0.562							
Loss Time (sec):	5				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	39				Level Of Service:				A							
Street Name:	MacArthur Blvd							I-405 SB Ramps								
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	4	0	1	2	0	4	0	1	0	0	0	0	0	2	0	1	0	1
Volume Module:																
Base Vol:	0	1061	342		163	1488	399		0	0	0		998	146	856	
Growth Adj:	1.00	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	1061	342		163	1488	399		0	0	0		998	146	856	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	1061	342		163	1488	399		0	0	0		998	146	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1061	342		163	1488	399		0	0	0		998	146	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	1061	342		163	1488	399		0	0	0		998	146	0	
OvlAdjVol:			0													
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	4.00	1.00		2.00	4.00	1.00		0.00	0.00	0.00		2.00	1.00	1.00	
Final Sat.:	0	6800	1700		3400	6800	1700		0	0	0		3400	1700	1700	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.20		0.05	0.22	0.23		0.00	0.00	0.00		0.29	0.09	0.00	
OvlAdjV/S:			0.00													
Crit Moves:						****							****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #20 MacArthur Blvd/Michelson Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Street Name:	MacArthur Blvd						Michelson Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	2	0	3	1	0	2	0	1	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	195	922	211	940	1493	9	382	117	97	62	96	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	922	211	940	1493	9	382	117	97	62	96	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	922	211	940	1493	9	382	117	97	62	96	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	922	211	940	1493	9	382	117	97	62	96	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	922	211	940	1493	9	382	117	97	62	96	161
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.98	0.02	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	6800	1700	3400	6759	41	3400	1700	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.12	0.28	0.22	0.22	0.11	0.07	0.06	0.02	0.06	0.09
Crit Moves:		****		****			****					****

Newport Crossings
LSA Project No. CNB1702

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

Intersection #21 MacArthur Blvd/Douglas

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	MacArthur Blvd						Douglas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	1	0	2	0	4	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1483	58	304	1450	0	0	0	0	19	0	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1483	58	304	1450	0	0	0	0	19	0	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1483	58	304	1450	0	0	0	0	19	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1483	58	304	1450	0	0	0	0	19	0	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1483	58	304	1450	0	0	0	0	19	0	118
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.85	0.15	2.00	4.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	6544	256	3400	6800	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.09	0.21	0.00	0.00	0.00	0.00	0.01	0.00	0.07
Crit Moves:		****		****								****

Newport Crossings
LSA Project No. CNB1702

Scenario Report

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

Newport Crossings
LSA Project No. CNB1702

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	D	xxxxx	0.842	D	xxxxx	0.842	+ 0.000 V/C
# 2 Campus Dr/Bristol St (N)	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C
# 3 Campus Dr-Irvine Ave/Bristol S	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000 V/C
# 4 Irvine Ave/Mesa Dr	A	xxxxx	0.590	A	xxxxx	0.590	+ 0.000 V/C
# 5 MacArthur Blvd/Birch St	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000 V/C
# 6 Birch St/Bristol St (N)	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
# 7 Birch St/Bristol St (S)	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
# 8 Von Karman Ave/Campus Dr	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000 V/C
# 9 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 10 Bayview Pl/Bristol St (S)	A	xxxxx	0.503	A	xxxxx	0.503	+ 0.000 V/C
# 11 Jamboree Rd/Campus Dr	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000 V/C
# 12 Jamboree Rd/Birch St	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 13 MacArthur Blvd/Jamboree Rd	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000 V/C
# 14 Jamboree Rd/Bristol St (N)	A	xxxxx	0.414	A	xxxxx	0.414	+ 0.000 V/C
# 15 Jamboree Rd/Bristol St (S)	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C
# 16 Jamboree Rd/Bayview Way	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
# 17 Jamboree Rd/Eastbluff Dr-Unive	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000 V/C

Newport Crossings
LSA Project No. CNB1702

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	144	Level Of Service:	D

Street Name:	MacArthur Blvd						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	131	1141		44		118	1056		709		347	372		69		90	1002		163	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	131	1141		44		118	1056		709		347	372		69		90	1002		163	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
PHF Volume:	131	1141		44		118	1056		709		347	372		69		90	1002		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	131	1141		44		118	1056		709		347	372		69		90	1002		0	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
FinalVolume:	131	1141		44		118	1056		709		347	372		69		90	1002		0	
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	4.00		1.00		1.00	4.00		1.00		2.00	3.00		1.00		2.00	3.00		1.00	
Final Sat.:	1600	6400		1600		1600	6400		1600		3200	4800		1600		3200	4800		1600	
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.18		0.03		0.07	0.17		0.44		0.11	0.08		0.04		0.03	0.21		0.00	
Crit Moves:	****								****		****						****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #2 Campus Dr/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Campus Dr								Bristol St (N)							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0	0	0	0	4	0	3	0	0	0	0	1	0
Volume Module:																
Base Vol:	512	705		0	0	935	1158		0	0	0		309	1931		66
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	512	705		0	0	935	1158		0	0	0		309	1931		66
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	512	705		0	0	935	1158		0	0	0		309	1931		66
Reduct Vol:	0	0		0	0	0	0		0	0	0		0	0		0
Reduced Vol:	512	705		0	0	935	1158		0	0	0		309	1931		66
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	512	705		0	0	935	1158		0	0	0		309	1931		66
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600	1600		1600	1600	1600		1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	2.00	3.00		0.00	0.00	4.00	3.00		0.00	0.00	0.00		1.00	3.87		0.13
Final Sat.:	3200	4800		0	0	6400	4800		0	0	0		1600	6188		212
Capacity Analysis Module:																
Vol/Sat:	0.16	0.15		0.00	0.00	0.15	0.24		0.00	0.00	0.00		0.19	0.31		0.31
Crit Moves:	****						****							****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #3 Campus Dr-Irvine Ave/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Campus Dr-Irvine Ave						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1	0	1	0 3	0 0	1	1 2	0 2	0	0 0 0
Volume Module:												
Base Vol:	0	766	243	168	1076	0	444	1158	616	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	766	243	168	1076	0	444	1158	616	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	766	243	168	1076	0	444	1158	616	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	766	243	168	1076	0	444	1158	616	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	766	243	168	1076	0	444	1158	616	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.11	2.89	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	1774	4626	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.15	0.11	0.22	0.00	0.25	0.25	0.19	0.00	0.00	0.00
Crit Moves:			****	****			****					

Newport Crossings
LSA Project No. CNB1702

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

Intersection #4 Irvine Ave/Mesa Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	Irvine Ave						Mesa Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	68	576	149	6	1304	284	56	72	135	612	243	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	576	149	6	1304	284	56	72	135	612	243	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	576	149	6	1304	284	56	72	135	612	243	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	576	149	6	1304	284	56	72	135	612	243	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	576	149	6	1304	284	56	72	135	612	243	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.96	0.04
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1537	63
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.09	0.00	0.27	0.18	0.04	0.05	0.08	0.19	0.16	0.16
Crit Moves:	****				****				****	****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #5 MacArthur Blvd/Birch St

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

Street Name:	MacArthur Blvd						Birch St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	1 0	1	1 0	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	114	781	25	46	858	188	277	246	37	82	496	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	781	25	46	858	188	277	246	37	82	496	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	114	781	25	46	858	188	277	246	37	82	496	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	781	25	46	858	188	277	246	37	82	496	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	114	781	25	46	858	188	277	246	37	82	496	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.28	0.72	1.48	1.32	0.20	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5250	1150	2377	2107	316	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.02	0.03	0.16	0.16	0.12	0.12	0.12	0.05	0.16	0.00
Crit Moves:	****				****				****		****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #6 Birch St/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Birch St						Bristol St (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 0	0	0 1	1 2	0	0 0	0 0	1	1 2	1 0
Volume Module:												
Base Vol:	89	326	0	0	541	707	0	0	0	454	1349	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	326	0	0	541	707	0	0	0	454	1349	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	326	0	0	541	707	0	0	0	454	1349	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	326	0	0	541	707	0	0	0	454	1349	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	326	0	0	541	707	0	0	0	454	1349	107
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.73	2.27	0.00	0.00	0.00	1.01	3.77	0.22
Final Sat.:	3200	3200	0	0	2774	3626	0	0	0	1612	6036	353
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.00	0.00	0.20	0.19	0.00	0.00	0.00	0.28	0.22	0.30
Crit Moves:	****				****							****

Newport Crossings
LSA Project No. CNB1702

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

Intersection #7 Birch St/Bristol St (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Birch St						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1	1	2	0 2 0	0	1	1 2 1	0	0	0 0 0
Volume Module:												
Base Vol:	0	197	286	225	747	0	208	1242	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	197	286	225	747	0	208	1242	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	197	286	225	747	0	208	1242	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	197	286	225	747	0	208	1242	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	197	286	225	747	0	208	1242	120	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.74	0.26	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5977	423	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.09	0.07	0.23	0.00	0.13	0.21	0.28	0.00	0.00	0.00
Crit Moves:				****					****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #8 Von Karman Ave/Campus Dr

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

Street Name:	Von Karman Ave						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	1 1 0	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	44	506	112	123	669	337	144	500	69	36	609	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	506	112	123	669	337	144	500	69	36	609	81
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	506	0	123	669	337	144	500	69	36	609	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	506	0	123	669	337	144	500	69	36	609	81
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	506	0	123	669	337	144	500	69	36	609	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.33	0.67	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1600	3200	1600	1600	2128	1072	1600	3200	1600	1600	2824	376
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.00	0.08	0.31	0.31	0.09	0.16	0.04	0.02	0.22	0.22
Crit Moves:	****				****		****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #9 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	MacArthur Blvd						Von Karman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	35	717	171	31	842	50	101	171	221	607	109	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	717	171	31	842	50	101	171	221	607	109	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	717	171	31	842	50	101	171	221	607	109	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	717	171	31	842	50	101	171	221	607	109	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	717	171	31	842	50	101	171	221	607	109	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.11	0.02	0.18	0.03	0.06	0.05	0.14	0.19	0.07	0.05
Crit Moves:	****			****					****	****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #10 Bayview Pl/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Bayview Pl						Bristol St (S)					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 2	0	0 0	0 0	0	0 4	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	368	0	0	0	0	2485	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	368	0	0	0	0	2485	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	368	0	0	0	0	2485	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	368	0	0	0	0	2485	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	368	0	0	0	0	2485	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.39	0.08	0.00	0.00	0.00
Crit Moves:			****					****				

Newport Crossings
LSA Project No. CNB1702

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

Intersection #11 Jamboree Rd/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name:	Jamboree Rd						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	50	1712	368	166	1452	156	205	506	149	140	257	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1712	368	166	1452	156	205	506	149	140	257	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	50	1712	368	166	1452	156	205	506	0	140	257	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1712	368	166	1452	156	205	506	0	140	257	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	50	1712	368	166	1452	156	205	506	0	140	257	165
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.29	0.71	2.00	2.71	0.29	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5268	1132	3200	4334	466	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.33	0.05	0.33	0.34	0.06	0.16	0.00	0.04	0.08	0.10
Crit Moves:			****	****				****		****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #12 Jamboree Rd/Birch St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Jamboree Rd						Birch St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	38	1824	1	3	1638	112	303	0	128	1	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1824	1	3	1638	112	303	0	128	1	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	38	1824	1	3	1638	0	303	0	0	1	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1824	1	3	1638	0	303	0	0	1	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	38	1824	1	3	1638	0	303	0	0	1	1	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	2.00	0.00	1.00	0.20	0.20	0.60
Final Sat.:	1600	4797	3	1600	4800	1600	3200	0	1600	320	320	960
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.38	0.00	0.34	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #13 MacArthur Blvd/Jamboree Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	MacArthur Blvd						Jamboree Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	4	0	1	3	0	3	0	1
Volume Module:												
Base Vol:	288	580	334	172	1341	453	231	865	54	508	864	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	580	334	172	1341	453	231	865	54	508	864	158
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	580	334	172	1341	0	231	865	54	508	864	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	580	334	172	1341	0	231	865	54	508	864	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	580	334	172	1341	0	231	865	54	508	864	158
OvlAdjVol:			165									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.21	0.05	0.28	0.00	0.07	0.14	0.03	0.11	0.18	0.10
OvlAdjV/S:			0.10									
Crit Moves:	****			****			****			****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #14 Jamboree Rd/Bristol St (N)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Jamboree Rd						Bristol St (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	601	1242	885	0	1056	724	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	601	1242	885	0	1056	724	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	601	1242	0	0	1056	724	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	601	1242	0	0	1056	724	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	601	1242	0	0	1056	724	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4800	3200	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.26	0.00	0.00	0.22	0.23	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****						

Newport Crossings
LSA Project No. CNB1702

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

Intersection #15 Jamboree Rd/Bristol St (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: B

Street Name:	Jamboree Rd						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1 0	0	0	4 0 0	1	1	1 0 2	0	0	0 0 0
Volume Module:												
Base Vol:	0	1879	78	0	1068	0	846	852	1164	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1879	78	0	1068	0	846	852	1164	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1879	78	0	1068	0	846	852	1164	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1879	78	0	1068	0	846	852	1164	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1879	78	0	1068	0	846	852	1164	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.80	0.20	0.00	4.00	0.00	1.49	1.51	2.00	0.00	0.00	0.00
Final Sat.:	0	7681	319	0	6400	0	2392	2408	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.00	0.17	0.00	0.35	0.35	0.36	0.00	0.00	0.00
Crit Moves:		****							****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #16 Jamboree Rd/Bayview Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Jamboree Rd						Bayview Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 1 0	1	0	4 0 1	2	0	1 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	36	1706	56	87	1998	62	89	11	169	28	7	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1706	56	87	1998	62	89	11	169	28	7	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1706	56	87	1998	62	89	11	169	28	7	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1706	56	87	1998	62	89	11	169	28	7	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1706	56	87	1998	62	89	11	169	28	7	123
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.87	0.13	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6197	203	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.05	0.31	0.04	0.03	0.01	0.11	0.02	0.00	0.08
Crit Moves:		****		****					****	****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #17 Jamboree Rd/Eastbluff Dr-University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Jamboree Rd							Eastbluff Dr-University Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Ignore				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	1	0	1
Volume Module:																				
Base Vol:	33	1396	280			192	1537	429			248	118	20			259	129	115		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	33	1396	280			192	1537	429			248	118	20			259	129	115		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00		
PHF Volume:	33	1396	280			192	1537	429			248	118	20			259	129	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	33	1396	280			192	1537	429			248	118	20			259	129	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00		
FinalVolume:	33	1396	280			192	1537	429			248	118	20			259	129	0		
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600		
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	1.00	3.00	1.00			2.00	3.00	1.00			1.36	0.64	1.00			2.00	1.00	1.00		
Final Sat.:	1600	4800	1600			3200	4800	1600			2168	1032	1600			3200	1600	1600		
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.29	0.17			0.06	0.32	0.27			0.11	0.11	0.01			0.08	0.08	0.00		
Crit Moves:		****					****					****					****			

Newport Crossings
LSA Project No. CNB1702

Scenario Report

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

Newport Crossings
LSA Project No. CNB1702

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 18 MacArthur Blvd/I-405 NB Ramps	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
# 19 MacArthur Blvd/I-405 SB Ramps	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
# 20 MacArthur Blvd/Michelson Dr	E	xxxxx	0.933	E	xxxxx	0.933	+ 0.000 V/C
# 21 MacArthur Blvd/Douglas	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C

Newport Crossings
LSA Project No. CNB1702

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

Intersection #18 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609	
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	30	Level Of Service:	B	

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	2	2	0	4	0	0	0	0	0	0	0	2	0	0	0	0	2
Volume Module:												
Base Vol:	0	2054	685	534	1522	0	0	0	0	341	0	460
Growth Adj:	1.00	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	2054	685	534	1522	0	0	0	0	341	0	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2054	685	534	1522	0	0	0	0	341	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2054	685	534	1522	0	0	0	0	341	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2054	685	534	1522	0	0	0	0	341	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	2.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	6800	3400	3400	6800	0	0	0	0	3400	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.20	0.16	0.22	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Moves:		****		****						****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #19 MacArthur Blvd/I-405 SB Ramps

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

Street Name:	MacArthur Blvd						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	4	0	1	0	0	0	0	0	2	0	1	0	1
Volume Module:												
Base Vol:	0	2138	559	457	1106	203	0	0	0	542	110	558
Growth Adj:	1.00	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	2138	559	457	1106	203	0	0	0	542	110	558
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2138	559	457	1106	203	0	0	0	542	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2138	559	457	1106	203	0	0	0	542	110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2138	559	457	1106	203	0	0	0	542	110	0
OvlAdjVol:			288									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	6800	1700	3400	6800	1700	0	0	0	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.33	0.13	0.16	0.12	0.00	0.00	0.00	0.16	0.06	0.00
OvlAdjV/S:			0.17									
Crit Moves:		****		****						****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #20 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	E

Street Name:	MacArthur Blvd						Michelson Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	2	0	3	1	0	2	0	1	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	169	1603	97	459	1139	6	351	95	114	384	119	696
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	1603	97	459	1139	6	351	95	114	384	119	696
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1603	97	459	1139	6	351	95	114	384	119	696
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1603	97	459	1139	6	351	95	114	384	119	696
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1603	97	459	1139	6	351	95	114	384	119	696
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.98	0.02	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	6800	1700	3400	6764	36	3400	1700	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.06	0.14	0.17	0.17	0.10	0.06	0.07	0.11	0.07	0.41
Crit Moves:		****		****			****					****

Newport Crossings
LSA Project No. CNB1702

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

Intersection #21 MacArthur Blvd/Douglas

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

Street Name:	MacArthur Blvd						Douglas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	1	0	2	0	4	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1669	23	147	1686	0	0	0	0	29	0	163
Growth Adj:	1.00	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	1669	23	147	1686	0	0	0	0	29	0	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1669	23	147	1686	0	0	0	0	29	0	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1669	23	147	1686	0	0	0	0	29	0	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1669	23	147	1686	0	0	0	0	29	0	163
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.95	0.05	2.00	4.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	6708	92	3400	6800	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.04	0.25	0.00	0.00	0.00	0.00	0.02	0.00	0.10
Crit Moves:		****		****								****

Newport Crossings
LSA Project No. CNB1702

Scenario Report

Scenario:	Existing+Project AM
Command:	Default Command
Volume:	E+P AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Default
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Newport Crossings
LSA Project No. CNB1702

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
# 2 Campus Dr/Bristol St (N)	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
# 3 Campus Dr-Irvine Ave/Bristol S	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000 V/C
# 4 Irvine Ave/Mesa Dr	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000 V/C
# 5 MacArthur Blvd/Birch St	A	xxxxx	0.365	A	xxxxx	0.365	+ 0.000 V/C
# 6 Birch St/Bristol St (N)	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
# 7 Birch St/Bristol St (S)	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000 V/C
# 8 Von Karman Ave/Campus Dr	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 9 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C
# 10 Bayview Pl/Bristol St (S)	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000 V/C
# 11 Jamboree Rd/Campus Dr	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000 V/C
# 12 Jamboree Rd/Birch St	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000 V/C
# 13 MacArthur Blvd/Jamboree Rd	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000 V/C
# 14 Jamboree Rd/Bristol St (N)	A	xxxxx	0.342	A	xxxxx	0.342	+ 0.000 V/C
# 15 Jamboree Rd/Bristol St (S)	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000 V/C
# 16 Jamboree Rd/Bayview Way	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000 V/C
# 17 Jamboree Rd/Eastbluff Dr-Unive	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000 V/C

Newport Crossings
LSA Project No. CNB1702

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	MacArthur Blvd						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	34	765	79	279	962	205	557	847	71	43	197	61								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	34	765	79	279	962	205	557	847	71	43	197	61								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
PHF Volume:	34	765	79	279	962	205	557	847	71	43	197	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	34	765	79	279	962	205	557	847	71	43	197	0								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
FinalVolume:	34	765	79	279	962	205	557	847	71	43	197	0								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00								
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4800	1600	3200	4800	1600								
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.12	0.05	0.17	0.15	0.13	0.17	0.18	0.04	0.01	0.04	0.00								
Crit Moves:		****		****			****				****									

Newport Crossings
LSA Project No. CNB1702

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

Intersection #2 Campus Dr/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Campus Dr									Bristol St (N)		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	0	0	0	4	0	3	0	0	0	0	0	1	0	3	1	0
Volume Module:																				
Base Vol:	549	1792	0	0	241	232	0	0	0	189	936	159								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	549	1792	0	0	241	232	0	0	0	189	936	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:	549	1792	0	0	241	232	0	0	0	189	936	159								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	549	1792	0	0	241	232	0	0	0	189	936	159								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	549	1792	0	0	241	232	0	0	0	189	936	159								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.42	0.58								
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5471	929								
Capacity Analysis Module:																				
Vol/Sat:	0.17	0.37	0.00	0.00	0.04	0.05	0.00	0.00	0.00	0.12	0.17	0.17								
Crit Moves:		****									****									

Newport Crossings
LSA Project No. CNB1702

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

Intersection #3 Campus Dr-Irvine Ave/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Campus Dr-Irvine Ave						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1	0	1	0 3	0 0	1	1 2	0 2	0	0 0 0
Volume Module:												
Base Vol:	0	1101	225	96	345	0	1137	1783	494	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1101	225	96	345	0	1137	1783	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1101	225	96	345	0	1137	1783	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1101	225	96	345	0	1137	1783	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1101	225	96	345	0	1137	1783	494	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.15	0.85	1.00	3.00	0.00	1.56	2.44	2.00	0.00	0.00	0.00
Final Sat.:	0	6643	1357	1600	4800	0	2492	3908	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.06	0.07	0.00	0.46	0.46	0.15	0.00	0.00	0.00
Crit Moves:		****		****			****					

Newport Crossings
LSA Project No. CNB1702

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

Intersection #4 Irvine Ave/Mesa Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Irvine Ave						Mesa Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	91	1249	480	8	638	33	172	307	110	116	28	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1249	480	8	638	33	172	307	110	116	28	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1249	480	8	638	33	172	307	110	116	28	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1249	480	8	638	33	172	307	110	116	28	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1249	480	8	638	33	172	307	110	116	28	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.47	0.53	2.00	0.93	0.07
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2356	844	3200	1493	107
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.30	0.01	0.13	0.02	0.11	0.13	0.13	0.04	0.02	0.02
Crit Moves:			****	****				****		****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #5 MacArthur Blvd/Birch St

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

Street Name:	MacArthur Blvd						Birch St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	1	0	1	1	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	32	715	77	86	725	218	133	343	59	29	110	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	715	77	86	725	218	133	343	59	29	110	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	32	715	77	86	725	218	133	343	59	29	110	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	715	77	86	725	218	133	343	59	29	110	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	32	715	77	86	725	218	133	343	59	29	110	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.08	0.92	1.00	1.67	0.33	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4920	1480	1600	2673	527	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.05	0.05	0.15	0.15	0.08	0.13	0.11	0.02	0.03	0.00
Crit Moves:		****		****				****			****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #6 Birch St/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Street Name:	Birch St									Bristol St (N)		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	1	0
Volume Module:												
Base Vol:	73	1093	0	0	116	120	0	0	0	354	1102	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1093	0	0	116	120	0	0	0	354	1102	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1093	0	0	116	120	0	0	0	354	1102	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1093	0	0	116	120	0	0	0	354	1102	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1093	0	0	116	120	0	0	0	354	1102	270
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.97	2.03	0.00	0.00	0.00	1.00	3.41	0.59
Final Sat.:	3200	3200	0	0	3146	3254	0	0	0	1600	5455	945
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.00	0.00	0.04	0.04	0.00	0.00	0.00	0.22	0.20	0.29
Crit Moves:		****										****

Newport Crossings
LSA Project No. CNB1702

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

Intersection #7 Birch St/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Birch St						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	384	383	132	337	0	770	1179	174	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	384	383	132	337	0	770	1179	174	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	384	383	132	337	0	770	1179	174	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	384	383	132	337	0	770	1179	174	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	384	383	132	337	0	770	1179	174	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.58	3.03	0.39	0.00	0.00	0.00
Final Sat.:	0	3204	3196	3200	3200	0	2528	4854	617	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.04	0.11	0.00	0.30	0.24	0.28	0.00	0.00	0.00
Crit Moves:		****		****			****					

Newport Crossings
LSA Project No. CNB1702

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

Intersection #8 Von Karman Ave/Campus Dr

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

Street Name:	Von Karman Ave						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	16	679	28	81	425	82	302	362	59	71	262	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	679	28	81	425	82	302	362	59	71	262	105
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	679	0	81	425	82	302	362	59	71	262	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	679	0	81	425	82	302	362	59	71	262	105
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	679	0	81	425	82	302	362	59	71	262	105
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00	1.00	1.43	0.57
Final Sat.:	1600	3200	1600	1600	2682	518	1600	3200	1600	1600	2284	916
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.00	0.05	0.16	0.16	0.19	0.11	0.04	0.04	0.11	0.11
Crit Moves:		****		****			****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #9 MacArthur Blvd/Von Karman Ave

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

Street Name:	MacArthur Blvd						Von Karman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	42	738	668	53	415	143	19	75	42	116	126	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	738	668	53	415	143	19	75	42	116	126	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	738	668	53	415	143	19	75	42	116	126	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	738	668	53	415	143	19	75	42	116	126	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	738	668	53	415	143	19	75	42	116	126	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.42	0.03	0.09	0.09	0.01	0.02	0.03	0.04	0.08	0.02
Crit Moves:			****	****			****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #10 Bayview Pl/Bristol St (S)

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 | Level Of Service: A

Street Name:	Bayview Pl						Bristol St (S)					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 2	0	0 0	0 0	0	0 4	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	67	0	0	0	0	3036	382	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	67	0	0	0	0	3036	382	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	67	0	0	0	0	3036	382	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	67	0	0	0	0	3036	382	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	67	0	0	0	0	3036	382	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.47	0.24	0.00	0.00	0.00
Crit Moves:			****					****				

Newport Crossings
LSA Project No. CNB1702

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

Intersection #11 Jamboree Rd/Campus Dr

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

Street Name:	Jamboree Rd						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	98	1139	129	169	1782	135	87	179	45	436	316	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1139	129	169	1782	135	87	179	45	436	316	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	98	1139	129	169	1782	135	87	179	0	436	316	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1139	129	169	1782	135	87	179	0	436	316	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	98	1139	129	169	1782	135	87	179	0	436	316	97
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.59	0.41	2.00	2.79	0.21	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5749	651	3200	4462	338	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.05	0.40	0.40	0.03	0.06	0.00	0.14	0.10	0.06
Crit Moves:	****			****			****			****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #12 Jamboree Rd/Birch St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.504
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 | Level Of Service: A

Street Name:	Jamboree Rd						Birch St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	167	1245	5	2	1703	569	124	2	51	1	3	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1245	5	2	1703	569	124	2	51	1	3	4
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	167	1245	5	2	1703	0	124	2	0	1	3	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1245	5	2	1703	0	124	2	0	1	3	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	167	1245	5	2	1703	0	124	2	0	1	3	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.97	0.03	1.00	0.12	0.38	0.50
Final Sat.:	1600	4781	19	1600	4800	1600	3149	51	1600	200	600	800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.00	0.35	0.00	0.04	0.04	0.00	0.01	0.01	0.01
Crit Moves:	****			****			****			****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #13 MacArthur Blvd/Jamboree Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.572
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 | Level Of Service: A

Street Name:	MacArthur Blvd						Jamboree Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	4	0	1	3	0	3	0	1
Volume Module:																				
Base Vol:	150	1273	460	64	360	200	458	1016	277	266	691	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1273	460	64	360	200	458	1016	277	266	691	204
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1273	460	64	360	0	458	1016	277	266	691	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1273	460	64	360	0	458	1016	277	266	691	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	1273	460	64	360	0	458	1016	277	266	691	204
OvlAdjVol:			371									
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.27	0.29	0.02	0.08	0.00	0.14	0.16	0.17	0.06	0.14	0.13
OvlAdjV/S:			0.23									
Crit Moves:		****			****			****			****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #14 Jamboree Rd/Bristol St (N)

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.342
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 | Level Of Service: A

Street Name:	Jamboree Rd						Bristol St (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	653	1651	657	0	722	378	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	653	1651	657	0	722	378	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	653	1651	0	0	722	378	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	653	1651	0	0	722	378	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	653	1651	0	0	722	378	0	0	0	0	0	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.28	1.72	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	5251	2749	0	0	0	0	0	0
Capacity Analysis Module:																				
Vol/Sat:	0.20	0.34	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Newport Crossings
LSA Project No. CNB1702

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

Intersection #15 Jamboree Rd/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	B

Street Name:	Jamboree Rd						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1 0	0	0	4 0 0	1	1	1 0 2	0	0	0 0 0
Volume Module:												
Base Vol:	0	1756	37	0	711	0	1185	475	1382	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1756	37	0	711	0	1185	475	1382	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1756	37	0	711	0	1185	475	1382	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1756	37	0	711	0	1185	475	1382	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1756	37	0	711	0	1185	475	1382	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.90	0.10	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7835	165	0	6400	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.00	0.11	0.00	0.37	0.30	0.43	0.00	0.00	0.00
Crit Moves:		****							****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #16 Jamboree Rd/Bayview Way

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

Street Name:	Jamboree Rd						Bayview Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 1 0	1	0	4 0 1	2	0	1 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	129	1856	70	68	1854	157	48	10	91	19	2	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1856	70	68	1854	157	48	10	91	19	2	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1856	70	68	1854	157	48	10	91	19	2	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1856	70	68	1854	157	48	10	91	19	2	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	1856	70	68	1854	157	48	10	91	19	2	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.85	0.15	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6167	233	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.04	0.29	0.10	0.02	0.01	0.06	0.01	0.00	0.04
Crit Moves:	****				****				****	****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #17 Jamboree Rd/Eastbluff Dr-University Dr

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

Street Name:	Jamboree Rd					Eastbluff Dr-University Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	54	1336	306	91	1576	338	400	99	27	309	129	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	1336	306	91	1576	338	400	99	27	309	129	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	54	1336	306	91	1576	338	400	99	27	309	129	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1336	306	91	1576	338	400	99	27	309	129	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	54	1336	306	91	1576	338	400	99	27	309	129	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.60	0.40	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2565	635	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.19	0.03	0.33	0.21	0.16	0.16	0.02	0.10	0.08	0.00
Crit Moves:	****				****		****			****		

Newport Crossings
LSA Project No. CNB1702

Scenario Report

Scenario:	Existing+Project AM
Command:	Default Command
Volume:	E+P AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Default
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Newport Crossings
LSA Project No. CNB1702

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 18 MacArthur Blvd/I-405 NB Ramps	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000
# 19 MacArthur Blvd/I-405 SB Ramps	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000
# 20 MacArthur Blvd/Michelson Dr	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000
# 21 MacArthur Blvd/Douglas	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000

Newport Crossings
LSA Project No. CNB1702

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

Intersection #18 MacArthur Blvd/I-405 NB Ramps

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.565
Loss Time (sec): 5 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 | Level Of Service: A

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	2	2	0	4	0	0	0	0	0	0	0	2	0	0	0	0	2
Volume Module:												
Base Vol:	0	1685	371	136	1264	0	0	0	0	774	0	1197
Growth Adj:	1.00	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	1685	371	136	1264	0	0	0	0	774	0	1197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1685	371	136	1264	0	0	0	0	774	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1685	371	136	1264	0	0	0	0	774	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1685	371	136	1264	0	0	0	0	774	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	2.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	6800	3400	3400	6800	0	0	0	0	3400	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.11	0.04	0.19	0.00	0.00	0.00	0.00	0.23	0.00	0.00
Crit Moves:		****		****						****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #19 MacArthur Blvd/I-405 SB Ramps

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.565
Loss Time (sec): 5 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 | Level Of Service: A

Street Name:	MacArthur Blvd						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	4	0	1	0	0	0	0	0	2	0	1	0	1
Volume Module:												
Base Vol:	0	1080	356	163	1495	399	0	0	0	1002	146	856
Growth Adj:	1.00	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	1080	356	163	1495	399	0	0	0	1002	146	856
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1080	356	163	1495	399	0	0	0	1002	146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1080	356	163	1495	399	0	0	0	1002	146	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1080	356	163	1495	399	0	0	0	1002	146	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	6800	1700	3400	6800	1700	0	0	0	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.21	0.05	0.22	0.23	0.00	0.00	0.00	0.29	0.09	0.00
OvlAdjV/S:			0.00									
Crit Moves:				****						****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #20 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	MacArthur Blvd						Michelson Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	2	0	3	1	0	2	0	1	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	195	955	211	940	1504	9	382	117	97	62	96	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	955	211	940	1504	9	382	117	97	62	96	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	955	211	940	1504	9	382	117	97	62	96	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	955	211	940	1504	9	382	117	97	62	96	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	955	211	940	1504	9	382	117	97	62	96	161
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.98	0.02	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	6800	1700	3400	6760	40	3400	1700	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.12	0.28	0.22	0.22	0.11	0.07	0.06	0.02	0.06	0.09
Crit Moves:		****		****			****					****

Newport Crossings
LSA Project No. CNB1702

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

Intersection #21 MacArthur Blvd/Douglas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	MacArthur Blvd						Douglas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	1	0	2	0	4	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1516	58	304	1461	0	0	0	0	19	0	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1516	58	304	1461	0	0	0	0	19	0	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1516	58	304	1461	0	0	0	0	19	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1516	58	304	1461	0	0	0	0	19	0	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1516	58	304	1461	0	0	0	0	19	0	118
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.85	0.15	2.00	4.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	6549	251	3400	6800	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.09	0.21	0.00	0.00	0.00	0.00	0.01	0.00	0.07
Crit Moves:		****		****								****

Newport Crossings
LSA Project No. CNB1702

Scenario Report

Scenario:	Existing+Project PM
Command:	Default Command
Volume:	E+P PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Default
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Newport Crossings
LSA Project No. CNB1702

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	D	xxxxx	0.842	D	xxxxx	0.842	+ 0.000 V/C
# 2 Campus Dr/Bristol St (N)	C	xxxxx	0.714	C	xxxxx	0.714	+ 0.000 V/C
# 3 Campus Dr-Irvine Ave/Bristol S	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
# 4 Irvine Ave/Mesa Dr	A	xxxxx	0.590	A	xxxxx	0.590	+ 0.000 V/C
# 5 MacArthur Blvd/Birch St	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
# 6 Birch St/Bristol St (N)	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
# 7 Birch St/Bristol St (S)	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
# 8 Von Karman Ave/Campus Dr	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000 V/C
# 9 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
# 10 Bayview Pl/Bristol St (S)	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000 V/C
# 11 Jamboree Rd/Campus Dr	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000 V/C
# 12 Jamboree Rd/Birch St	A	xxxxx	0.481	A	xxxxx	0.481	+ 0.000 V/C
# 13 MacArthur Blvd/Jamboree Rd	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000 V/C
# 14 Jamboree Rd/Bristol St (N)	A	xxxxx	0.414	A	xxxxx	0.414	+ 0.000 V/C
# 15 Jamboree Rd/Bristol St (S)	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
# 16 Jamboree Rd/Bayview Way	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
# 17 Jamboree Rd/Eastbluff Dr-Unive	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C

Newport Crossings
LSA Project No. CNB1702

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	144	Level Of Service:	D

Street Name:	MacArthur Blvd						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	131	1153		44		118	1070		709		347	372		69		90	1002		163	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	131	1153		44		118	1070		709		347	372		69		90	1002		163	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
PHF Volume:	131	1153		44		118	1070		709		347	372		69		90	1002		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	131	1153		44		118	1070		709		347	372		69		90	1002		0	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
FinalVolume:	131	1153		44		118	1070		709		347	372		69		90	1002		0	
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	4.00		1.00		1.00	4.00		1.00		2.00	3.00		1.00		2.00	3.00		1.00	
Final Sat.:	1600	6400		1600		1600	6400		1600		3200	4800		1600		3200	4800		1600	
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.18		0.03		0.07	0.17		0.44		0.11	0.08		0.04		0.03	0.21		0.00	
Crit Moves:	****								****		****						****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #2 Campus Dr/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Campus Dr								Bristol St (N)							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0	0	0	0	4	0	3	0	0	0	0	0	0
Volume Module:																
Base Vol:	512	716		0	0	937	1158		0	0	0		309	1937		66
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	512	716		0	0	937	1158		0	0	0		309	1937		66
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	512	716		0	0	937	1158		0	0	0		309	1937		66
Reduct Vol:	0	0		0	0	0	0		0	0	0		0	0		0
Reduced Vol:	512	716		0	0	937	1158		0	0	0		309	1937		66
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
FinalVolume:	512	716		0	0	937	1158		0	0	0		309	1937		66
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600	1600		1600	1600	1600		1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	2.00	3.00		0.00	0.00	4.00	3.00		0.00	0.00	0.00		1.00	3.87		0.13
Final Sat.:	3200	4800		0	0	6400	4800		0	0	0		1600	6189		211
Capacity Analysis Module:																
Vol/Sat:	0.16	0.15		0.00	0.00	0.15	0.24		0.00	0.00	0.00		0.19	0.31		0.31
Crit Moves:	****						****							****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #3 Campus Dr-Irvine Ave/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Campus Dr-Irvine Ave						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1	0	1	0 3	0 0	1	1 2	0 2	0	0 0 0
Volume Module:												
Base Vol:	0	768	243	168	1078	0	453	1158	616	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	768	243	168	1078	0	453	1158	616	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	768	243	168	1078	0	453	1158	616	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	768	243	168	1078	0	453	1158	616	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	768	243	168	1078	0	453	1158	616	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.12	2.88	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	1800	4600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.15	0.11	0.22	0.00	0.25	0.25	0.19	0.00	0.00	0.00
Crit Moves:			****	****			****					

Newport Crossings
LSA Project No. CNB1702

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

Intersection #4 Irvine Ave/Mesa Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	Irvine Ave						Mesa Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	68	578	149	6	1306	284	56	72	135	612	243	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	578	149	6	1306	284	56	72	135	612	243	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	578	149	6	1306	284	56	72	135	612	243	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	578	149	6	1306	284	56	72	135	612	243	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	578	149	6	1306	284	56	72	135	612	243	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.96	0.04
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1537	63
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.09	0.00	0.27	0.18	0.04	0.05	0.08	0.19	0.16	0.16
Crit Moves:	****				****				****	****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #5 MacArthur Blvd/Birch St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.513
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 | Level Of Service: A

Street Name:	MacArthur Blvd						Birch St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	1	0	1	1	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	114	781	25	46	872	188	289	249	37	82	501	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	781	25	46	872	188	289	249	37	82	501	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	114	781	25	46	872	188	289	249	37	82	501	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	781	25	46	872	188	289	249	37	82	501	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	114	781	25	46	872	188	289	249	37	82	501	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.29	0.71	1.51	1.30	0.19	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5265	1135	2411	2080	309	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.02	0.03	0.17	0.17	0.12	0.12	0.12	0.05	0.16	0.00
Crit Moves:	****				****		****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #6 Birch St/Bristol St (N)

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.528
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 | Level Of Service: A

Street Name:	Birch St									Bristol St (N)		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	1	0
Volume Module:												
Base Vol:	89	326	0	0	544	713	0	0	0	454	1349	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	326	0	0	544	713	0	0	0	454	1349	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	326	0	0	544	713	0	0	0	454	1349	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	326	0	0	544	713	0	0	0	454	1349	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	326	0	0	544	713	0	0	0	454	1349	111
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.73	2.27	0.00	0.00	0.00	1.01	3.76	0.23
Final Sat.:	3200	3200	0	0	2770	3630	0	0	0	1612	6024	365
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.28	0.22	0.30
Crit Moves:	****				****							****

Newport Crossings
LSA Project No. CNB1702

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

Intersection #7 Birch St/Bristol St (S)

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.517
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 | Level Of Service: A

Street Name:	Birch St						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1	1	2	0 2	0 0	1	1 2	1 0	0	0 0 0
Volume Module:												
Base Vol:	0	197	286	228	747	0	208	1242	120	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	197	286	228	747	0	208	1242	120	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	197	286	228	747	0	208	1242	120	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	197	286	228	747	0	208	1242	120	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	197	286	228	747	0	208	1242	120	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.74	0.26	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5977	423	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.09	0.07	0.23	0.00	0.13	0.21	0.28	0.00	0.00	0.00
Crit Moves:				****					****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #8 Von Karman Ave/Campus Dr

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

Street Name:	Von Karman Ave						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	1 1 0	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	44	507	112	123	672	337	144	500	69	36	609	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	507	112	123	672	337	144	500	69	36	609	81
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	507	0	123	672	337	144	500	69	36	609	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	507	0	123	672	337	144	500	69	36	609	81
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	507	0	123	672	337	144	500	69	36	609	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.33	0.67	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1600	3200	1600	1600	2131	1069	1600	3200	1600	1600	2824	376
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.00	0.08	0.32	0.32	0.09	0.16	0.04	0.02	0.22	0.22
Crit Moves:	****				****		****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #9 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Street Name:	MacArthur Blvd						Von Karman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	35	725	171	31	848	50	101	171	221	607	109	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	725	171	31	848	50	101	171	221	607	109	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	725	171	31	848	50	101	171	221	607	109	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	725	171	31	848	50	101	171	221	607	109	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	725	171	31	848	50	101	171	221	607	109	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.11	0.02	0.18	0.03	0.06	0.05	0.14	0.19	0.07	0.05
Crit Moves:	****			****					****	****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #10 Bayview Pl/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Bayview Pl						Bristol St (S)					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 2	0	0 0	0 0	0	0 4	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	368	0	0	0	0	2488	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	368	0	0	0	0	2488	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	368	0	0	0	0	2488	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	368	0	0	0	0	2488	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	368	0	0	0	0	2488	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.39	0.08	0.00	0.00	0.00
Crit Moves:			****					****				

Newport Crossings
LSA Project No. CNB1702

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

Intersection #11 Jamboree Rd/Campus Dr

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.579
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 | Level Of Service: A

Street Name:	Jamboree Rd						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	50	1714	368	166	1454	156	205	506	149	140	257	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1714	368	166	1454	156	205	506	149	140	257	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	50	1714	368	166	1454	156	205	506	0	140	257	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1714	368	166	1454	156	205	506	0	140	257	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	50	1714	368	166	1454	156	205	506	0	140	257	165
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.29	0.71	2.00	2.71	0.29	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5269	1131	3200	4335	465	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.05	0.34	0.34	0.06	0.16	0.00	0.04	0.08	0.10
Crit Moves:		****		****				****		****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #12 Jamboree Rd/Birch St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.481
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 | Level Of Service: A

Street Name:	Jamboree Rd						Birch St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	38	1824	1	3	1638	114	305	0	128	1	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1824	1	3	1638	114	305	0	128	1	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	38	1824	1	3	1638	0	305	0	0	1	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1824	1	3	1638	0	305	0	0	1	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	38	1824	1	3	1638	0	305	0	0	1	1	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	2.00	0.00	1.00	0.20	0.20	0.60
Final Sat.:	1600	4797	3	1600	4800	1600	3200	0	1600	320	320	960
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.38	0.00	0.34	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****			****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #13 MacArthur Blvd/Jamboree Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 | Level Of Service: B

Street Name:	MacArthur Blvd						Jamboree Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	4	0	1	3	0	3	0	1
Volume Module:																				
Base Vol:	288	584	334	172	1344	456	235	865	54	508	864	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	584	334	172	1344	456	235	865	54	508	864	158
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	584	334	172	1344	0	235	865	54	508	864	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	584	334	172	1344	0	235	865	54	508	864	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	584	334	172	1344	0	235	865	54	508	864	158
OvlAdjVol:			165									
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.12	0.21	0.05	0.28	0.00	0.07	0.14	0.03	0.11	0.18	0.10
OvlAdjV/S:			0.10									
Crit Moves:	****				****			****			****									

Newport Crossings
LSA Project No. CNB1702

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

Intersection #14 Jamboree Rd/Bristol St (N)

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.414
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 | Level Of Service: A

Street Name:	Jamboree Rd						Bristol St (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	601	1246	885	0	1059	724	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	601	1246	885	0	1059	724	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	601	1246	0	0	1059	724	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	601	1246	0	0	1059	724	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	601	1246	0	0	1059	724	0	0	0	0	0	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4800	3200	0	0	0	0	0	0
Capacity Analysis Module:																				
Vol/Sat:	0.19	0.26	0.00	0.00	0.22	0.23	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****						

Newport Crossings
LSA Project No. CNB1702

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

Intersection #15 Jamboree Rd/Bristol St (S)

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.609
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 | Level Of Service: B

Street Name:	Jamboree Rd						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1	0	0	4 0	1	1	1 0	0	0	0 0
Volume Module:												
Base Vol:	0	1883	78	0	1071	0	846	855	1164	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1883	78	0	1071	0	846	855	1164	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1883	78	0	1071	0	846	855	1164	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1883	78	0	1071	0	846	855	1164	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1883	78	0	1071	0	846	855	1164	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.80	0.20	0.00	4.00	0.00	1.49	1.51	2.00	0.00	0.00	0.00
Final Sat.:	0	7682	318	0	6400	0	2387	2413	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.17	0.00	0.35	0.35	0.36	0.00	0.00	0.00
Crit Moves:		****							****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #16 Jamboree Rd/Bayview Way

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.453
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 | Level Of Service: A

Street Name:	Jamboree Rd						Bayview Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 1	0	1	0 4	0	1	2 0	1	0	1 0
Volume Module:												
Base Vol:	36	1710	56	87	2001	62	89	11	169	28	7	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1710	56	87	2001	62	89	11	169	28	7	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1710	56	87	2001	62	89	11	169	28	7	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1710	56	87	2001	62	89	11	169	28	7	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1710	56	87	2001	62	89	11	169	28	7	123
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.87	0.13	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6197	203	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.05	0.31	0.04	0.03	0.01	0.11	0.02	0.00	0.08
Crit Moves:		****		****					****	****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #17 Jamboree Rd/Eastbluff Dr-University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Jamboree Rd					Eastbluff Dr-University Dr				
Approach:	North Bound			South Bound		East Bound			West Bound	
Movement:	L - T - R			L - T - R		L - T - R			L - T - R	
Control:	Protected			Protected		Split Phase			Split Phase	
Rights:	Include			Include		Include			Ignore	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	1	0	1
Volume Module:																				
Base Vol:	33	1400	280	192	1540	429	248	118	20	259	129	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1400	280	192	1540	429	248	118	20	259	129	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	33	1400	280	192	1540	429	248	118	20	259	129	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1400	280	192	1540	429	248	118	20	259	129	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	33	1400	280	192	1540	429	248	118	20	259	129	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.36	0.64	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2168	1032	1600	3200	1600	1600
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.29	0.17	0.06	0.32	0.27	0.11	0.11	0.01	0.08	0.08	0.00
Crit Moves:		****			****			****			****	

Newport Crossings
LSA Project No. CNB1702

Scenario Report

Scenario:	Existing+Project PM
Command:	Default Command
Volume:	E+P PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Default
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Newport Crossings
LSA Project No. CNB1702

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 18 MacArthur Blvd/I-405 NB Ramps	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000
# 19 MacArthur Blvd/I-405 SB Ramps	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000
# 20 MacArthur Blvd/Michelson Dr	E	xxxxx	0.935	E	xxxxx	0.935	+ 0.000
# 21 MacArthur Blvd/Douglas	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000

Newport Crossings
LSA Project No. CNB1702

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

Intersection #18 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100				Critical Vol./Cap.(X):				0.611							
Loss Time (sec):	5				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	30				Level Of Service:				B							
Street Name:	MacArthur Blvd							I-405 NB Ramps								
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	4	0	2	2	0	4	0	0	0	0	0	0	0	2	0	0	0	2
Volume Module:																
Base Vol:	0	2056	690		534	1524	0	0	0	0	347	0	460			
Growth Adj:	1.00	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	2056	690		534	1524	0	0	0	0	347	0	460			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
PHF Volume:	0	2056	690		534	1524	0	0	0	0	347	0	0			
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	2056	690		534	1524	0	0	0	0	347	0	0			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
FinalVolume:	0	2056	690		534	1524	0	0	0	0	347	0	0			
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700	1700	1700	1700	1700	1700	1700			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	4.00	2.00		2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00			
Final Sat.:	0	6800	3400		3400	6800	0	0	0	0	3400	0	3400			
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.20		0.16	0.22	0.00	0.00	0.00	0.00	0.10	0.00	0.00			
Crit Moves:		****			****						****					

Newport Crossings
LSA Project No. CNB1702

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

Intersection #19 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100				Critical Vol./Cap.(X):				0.661							
Loss Time (sec):	5				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	33				Level Of Service:				B							
Street Name:	MacArthur Blvd							I-405 SB Ramps								
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Protected				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	4	0	1	2	0	4	0	1	0	0	0	0	0	2	0	1	0	1
Volume Module:																
Base Vol:	0	2145	564		457	1114	203	0	0	0	548	110	558			
Growth Adj:	1.00	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	2145	564		457	1114	203	0	0	0	548	110	558			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
PHF Volume:	0	2145	564		457	1114	203	0	0	0	548	110	0			
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	2145	564		457	1114	203	0	0	0	548	110	0			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
FinalVolume:	0	2145	564		457	1114	203	0	0	0	548	110	0			
OvlAdjVol:			290													
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700	1700	1700	1700	1700	1700	1700			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	4.00	1.00		2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00			
Final Sat.:	0	6800	1700		3400	6800	1700	0	0	0	3400	1700	1700			
Capacity Analysis Module:																
Vol/Sat:	0.00	0.32	0.33		0.13	0.16	0.12	0.00	0.00	0.00	0.16	0.06	0.00			
OvlAdjV/S:			0.17													
Crit Moves:		****			****							****				

Newport Crossings
LSA Project No. CNB1702

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

Intersection #20 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.935
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	E

Street Name:	MacArthur Blvd						Michelson Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	2	0	3	1	0	2	0	1	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	169	1615		97	459	1153	6	351	95	114	384	119	696
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	1615		97	459	1153	6	351	95	114	384	119	696
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1615		97	459	1153	6	351	95	114	384	119	696
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1615		97	459	1153	6	351	95	114	384	119	696
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1615		97	459	1153	6	351	95	114	384	119	696
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.98	0.02	2.00	1.00	1.00	2.00	1.00	1.00	1.00
Final Sat.:	1700	6800	1700	3400	6765	35	3400	1700	1700	3400	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.06	0.14	0.17	0.17	0.10	0.06	0.07	0.11	0.07	0.41
Crit Moves:		****			****			****				****

Newport Crossings
LSA Project No. CNB1702

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

Intersection #21 MacArthur Blvd/Douglas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	MacArthur Blvd						Douglas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	1	0	2	0	4	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1681		23	147	1700	0	0	0	0	29	0	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1681		23	147	1700	0	0	0	0	29	0	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1681		23	147	1700	0	0	0	0	29	0	163
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1681		23	147	1700	0	0	0	0	29	0	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1681		23	147	1700	0	0	0	0	29	0	163
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.95	0.05	2.00	4.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	6708		92	3400	6800	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.04	0.25	0.00	0.00	0.00	0.00	0.02	0.00	0.10
Crit Moves:		****		****								****

Newport Crossings
LSA Project No. CNB1702

Scenario Report

Scenario:	Future 2022 AM
Command:	Default Command
Volume:	App+Pend AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Default
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Newport Crossings
LSA Project No. CNB1702

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C
# 2 Campus Dr/Bristol St (N)	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000 V/C
# 3 Campus Dr-Irvine Ave/Bristol S	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000 V/C
# 4 Irvine Ave/Mesa Dr	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 5 MacArthur Blvd/Birch St	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000 V/C
# 6 Birch St/Bristol St (N)	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000 V/C
# 7 Birch St/Bristol St (S)	A	xxxxx	0.470	A	xxxxx	0.470	+ 0.000 V/C
# 8 Von Karman Ave/Campus Dr	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
# 9 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
# 10 Bayview Pl/Bristol St (S)	A	xxxxx	0.503	A	xxxxx	0.503	+ 0.000 V/C
# 11 Jamboree Rd/Campus Dr	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000 V/C
# 12 Jamboree Rd/Birch St	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 13 MacArthur Blvd/Jamboree Rd	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000 V/C
# 14 Jamboree Rd/Bristol St (N)	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000 V/C
# 15 Jamboree Rd/Bristol St (S)	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000 V/C
# 16 Jamboree Rd/Bayview Way	A	xxxxx	0.498	A	xxxxx	0.498	+ 0.000 V/C
# 17 Jamboree Rd/Eastbluff Dr-Unive	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000 V/C

Newport Crossings
LSA Project No. CNB1702

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	B

Street Name:	MacArthur Blvd						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	36	1069		92		317	1116		221		740	985		71		93	474		169	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	36	1069		92		317	1116		221		740	985		71		93	474		169	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
PHF Volume:	36	1069		92		317	1116		221		740	985		71		93	474		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	36	1069		92		317	1116		221		740	985		71		93	474		0	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
FinalVolume:	36	1069		92		317	1116		221		740	985		71		93	474		0	
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	4.00		1.00		1.00	4.00		1.00		2.00	3.00		1.00		2.00	3.00		1.00	
Final Sat.:	1600	6400		1600		1600	6400		1600		3200	4800		1600		3200	4800		1600	
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.17		0.06		0.20	0.17		0.14		0.23	0.21		0.04		0.03	0.10		0.00	
Crit Moves:		****				****					****						****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #2 Campus Dr/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Campus Dr									Bristol St (N)					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	0	0	0	4	0	3	0	0	0	0	0	1	0	3	1	0
Volume Module:																				
Base Vol:	549	1990		0		0	385		310		0	0		0		189	991		288	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	549	1990		0		0	385		310		0	0		0		189	991		288	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	549	1990		0		0	385		310		0	0		0		189	991		288	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	549	1990		0		0	385		310		0	0		0		189	991		288	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	549	1990		0		0	385		310		0	0		0		189	991		288	
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	2.00	3.00		0.00		0.00	4.00		3.00		0.00	0.00		0.00		1.00	3.10		0.90	
Final Sat.:	3200	4800		0		0	6400		4800		0	0		0		1600	4959		1441	
Capacity Analysis Module:																				
Vol/Sat:	0.17	0.41		0.00		0.00	0.06		0.06		0.00	0.00		0.00		0.12	0.20		0.20	
Crit Moves:		****															****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #3 Campus Dr-Irvine Ave/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Campus Dr-Irvine Ave						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1	0	1	0 3	0 0	1	1 2	0 2	0	0 0 0 0
Volume Module:												
Base Vol:	0	1245	240	100	503	0	1240	1803	494	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1245	240	100	503	0	1240	1803	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1245	240	100	503	0	1240	1803	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1245	240	100	503	0	1240	1803	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1245	240	100	503	0	1240	1803	494	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.19	0.81	1.00	3.00	0.00	1.63	2.37	2.00	0.00	0.00	0.00
Final Sat.:	0	6707	1293	1600	4800	0	2608	3792	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.06	0.10	0.00	0.48	0.48	0.15	0.00	0.00	0.00
Crit Moves:		****		****			****					

Newport Crossings
LSA Project No. CNB1702

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

Intersection #4 Irvine Ave/Mesa Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Irvine Ave						Mesa Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	96	1358	525	8	725	47	198	307	110	123	28	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	1358	525	8	725	47	198	307	110	123	28	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	1358	525	8	725	47	198	307	110	123	28	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1358	525	8	725	47	198	307	110	123	28	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	1358	525	8	725	47	198	307	110	123	28	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.47	0.53	2.00	0.93	0.07
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2356	844	3200	1493	107
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.33	0.01	0.15	0.03	0.12	0.13	0.13	0.04	0.02	0.02
Crit Moves:			****	****				****		****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #5 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.458
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	MacArthur Blvd						Birch St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	1	0	1	1	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	34	966	81	104	889	249	150	366	59	29	180	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	966	81	104	889	249	150	366	59	29	180	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	34	966	81	104	889	249	150	366	59	29	180	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	966	81	104	889	249	150	366	59	29	180	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	34	966	81	104	889	249	150	366	59	29	180	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.12	0.88	1.00	1.69	0.31	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5000	1400	1600	2705	495	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.05	0.07	0.18	0.18	0.09	0.14	0.12	0.02	0.06	0.00
Crit Moves:		****		****				****			****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #6 Birch St/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Birch St									Bristol St (N)		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	1	0
Volume Module:												
Base Vol:	78	1103	0	0	152	149	0	0	0	388	1268	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1103	0	0	152	149	0	0	0	388	1268	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1103	0	0	152	149	0	0	0	388	1268	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1103	0	0	152	149	0	0	0	388	1268	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1103	0	0	152	149	0	0	0	388	1268	273
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	3.47	0.53
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1600	5550	850
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.24	0.23	0.32
Crit Moves:		****										****

Newport Crossings
LSA Project No. CNB1702

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

Intersection #7 Birch St/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Birch St						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1	1	2	0 2	0 0	1	1 2	1 0	0	0 0 0
Volume Module:												
Base Vol:	0	405	392	131	420	0	773	1179	194	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	405	392	131	420	0	773	1179	194	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	405	392	131	420	0	773	1179	194	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	405	392	131	420	0	773	1179	194	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	405	392	131	420	0	773	1179	194	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.03	1.97	2.00	2.00	0.00	1.58	3.00	0.42	0.00	0.00	0.00
Final Sat.:	0	3252	3148	3200	3200	0	2534	4787	678	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.04	0.13	0.00	0.30	0.25	0.29	0.00	0.00	0.00
Crit Moves:		****		****			****					

Newport Crossings
LSA Project No. CNB1702

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

Intersection #8 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Street Name:	Von Karman Ave						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	1 1 0	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	20	706	35	97	445	87	303	511	70	97	543	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	706	35	97	445	87	303	511	70	97	543	155
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	706	0	97	445	87	303	511	70	97	543	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	706	0	97	445	87	303	511	70	97	543	155
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	706	0	97	445	87	303	511	70	97	543	155
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.67	0.33	1.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:	1600	3200	1600	1600	2677	523	1600	3200	1600	1600	2489	711
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.00	0.06	0.17	0.17	0.19	0.16	0.04	0.06	0.22	0.22
Crit Moves:		****		****			****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #9 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	MacArthur Blvd						Von Karman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	44	989	721	56	554	150	19	82	42	175	151	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	989	721	56	554	150	19	82	42	175	151	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	989	721	56	554	150	19	82	42	175	151	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	989	721	56	554	150	19	82	42	175	151	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	989	721	56	554	150	19	82	42	175	151	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.45	0.04	0.12	0.09	0.01	0.03	0.03	0.05	0.09	0.02
Crit Moves:			****	****			****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #10 Bayview Pl/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Bayview Pl						Bristol St (S)					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 2	0	0 0	0 0	0	0 4	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	67	0	0	0	0	3086	382	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	67	0	0	0	0	3086	382	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	67	0	0	0	0	3086	382	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	67	0	0	0	0	3086	382	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	67	0	0	0	0	3086	382	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.48	0.24	0.00	0.00	0.00
Crit Moves:			****					****				

Newport Crossings
LSA Project No. CNB1702

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

Intersection #11 Jamboree Rd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	C

Street Name:	Jamboree Rd						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	143	1590	147	195	2073	158	116	283	63	438	414	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1590	147	195	2073	158	116	283	63	438	414	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	143	1590	147	195	2073	158	116	283	0	438	414	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1590	147	195	2073	158	116	283	0	438	414	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	143	1590	147	195	2073	158	116	283	0	438	414	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.66	0.34	2.00	2.79	0.21	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5858	542	3200	4460	340	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.06	0.46	0.46	0.04	0.09	0.00	0.14	0.13	0.06
Crit Moves:	****				****			****			****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #12 Jamboree Rd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Street Name:	Jamboree Rd						Birch St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	186	1695	5	2	2004	602	184	2	83	1	3	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	1695	5	2	2004	602	184	2	83	1	3	4
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	186	1695	5	2	2004	0	184	2	0	1	3	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1695	5	2	2004	0	184	2	0	1	3	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	186	1695	5	2	2004	0	184	2	0	1	3	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.98	0.02	1.00	0.12	0.38	0.50
Final Sat.:	1600	4786	14	1600	4800	1600	3166	34	1600	200	600	800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.35	0.35	0.00	0.42	0.00	0.06	0.06	0.00	0.01	0.01	0.01
Crit Moves:	****				****			****			****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #13 MacArthur Blvd/Jamboree Rd

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

Street Name:	MacArthur Blvd						Jamboree Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	232	1776	527	72	560	228	501	1209	300	310	898	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	1776	527	72	560	228	501	1209	300	310	898	223
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	1776	527	72	560	0	501	1209	300	310	898	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	1776	527	72	560	0	501	1209	300	310	898	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	1776	527	72	560	0	501	1209	300	310	898	223
OvlAdjVol:			424									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.33	0.02	0.12	0.00	0.16	0.19	0.19	0.06	0.19	0.14
OvlAdjV/S:			0.26									
Crit Moves:	****			****			****			****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #14 Jamboree Rd/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Jamboree Rd						Bristol St (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 1	0	0 3	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	707	1948	707	0	1036	581	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	707	1948	707	0	1036	581	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	707	1948	0	0	1036	581	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	707	1948	0	0	1036	581	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	707	1948	0	0	1036	581	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.20	1.80	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	5126	2874	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.41	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Newport Crossings
LSA Project No. CNB1702

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

Intersection #15 Jamboree Rd/Bristol St (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 159 Level Of Service: C

Street Name:	Jamboree Rd						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1	0	0	4 0	0	1 1	1 0	2	0	0 0 0
Volume Module:												
Base Vol:	0	2078	39	0	1024	0	1228	478	1467	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2078	39	0	1024	0	1228	478	1467	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2078	39	0	1024	0	1228	478	1467	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2078	39	0	1024	0	1228	478	1467	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2078	39	0	1024	0	1228	478	1467	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.91	0.09	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7853	147	0	6400	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.16	0.00	0.38	0.30	0.46	0.00	0.00	0.00
Crit Moves:		****							****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #16 Jamboree Rd/Bayview Way

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

Street Name:	Jamboree Rd						Bayview Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 1	0	1	0 4	0	1	2 0	1	0	1 0 1
Volume Module:												
Base Vol:	135	2117	74	71	2204	165	48	10	91	19	2	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	2117	74	71	2204	165	48	10	91	19	2	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	2117	74	71	2204	165	48	10	91	19	2	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	2117	74	71	2204	165	48	10	91	19	2	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	2117	74	71	2204	165	48	10	91	19	2	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.86	0.14	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6184	216	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.34	0.04	0.34	0.10	0.02	0.01	0.06	0.01	0.00	0.04
Crit Moves:	****				****				****	****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #17 Jamboree Rd/Eastbluff Dr-University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Street Name:	Jamboree Rd					Eastbluff Dr-University Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	57	1621	400	96	2012	355	400	99	27	342	129	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1621	400	96	2012	355	400	99	27	342	129	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	57	1621	400	96	2012	355	400	99	27	342	129	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1621	400	96	2012	355	400	99	27	342	129	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	57	1621	400	96	2012	355	400	99	27	342	129	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.60	0.40	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2565	635	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.25	0.03	0.42	0.22	0.16	0.16	0.02	0.11	0.08	0.00
Crit Moves:	****				****		****			****		

Newport Crossings
LSA Project No. CNB1702

Scenario Report

Scenario:	Future 2022 AM
Command:	Default Command
Volume:	App+Pend AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Default
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Newport Crossings
LSA Project No. CNB1702

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 18 MacArthur Blvd/I-405 NB Ramps	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000 V/C
# 19 MacArthur Blvd/I-405 SB Ramps	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C
# 20 MacArthur Blvd/Michelson Dr	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000 V/C
# 21 MacArthur Blvd/Douglas	C	xxxxx	0.712	C	xxxxx	0.712	+ 0.000 V/C

Newport Crossings
LSA Project No. CNB1702

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

Intersection #18 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	2	2	0	4	0	0	0	0	0	0	0	2	0	0	0	0	2
Volume Module:												
Base Vol:	0	1920	456	167	1513	0	0	0	0	899	0	1203
Growth Adj:	1.00	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	1920	456	167	1513	0	0	0	0	899	0	1203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1920	456	167	1513	0	0	0	0	899	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1920	456	167	1513	0	0	0	0	899	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1920	456	167	1513	0	0	0	0	899	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	2.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	6800	3400	3400	6800	0	0	0	0	3400	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.13	0.05	0.22	0.00	0.00	0.00	0.00	0.26	0.00	0.00
Crit Moves:		****		****						****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #19 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	MacArthur Blvd						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	4	0	1	0	0	0	0	0	2	0	1	0	1
Volume Module:												
Base Vol:	0	1340	454	183	1863	419	0	0	0	1123	151	866
Growth Adj:	1.00	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	1340	454	183	1863	419	0	0	0	1123	151	866
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1340	454	183	1863	419	0	0	0	1123	151	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1340	454	183	1863	419	0	0	0	1123	151	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1340	454	183	1863	419	0	0	0	1123	151	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	6800	1700	3400	6800	1700	0	0	0	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.27	0.05	0.27	0.25	0.00	0.00	0.00	0.33	0.09	0.00
OvlAdjV/S:			0.00									
Crit Moves:				****						****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #20 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Street Name:	MacArthur Blvd						Michelson Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	2	0	3	1	0	2	0	1	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	207	1246	237	1000	2050	9	382	117	104	107	96	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	1246	237	1000	2050	9	382	117	104	107	96	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	1246	237	1000	2050	9	382	117	104	107	96	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	1246	237	1000	2050	9	382	117	104	107	96	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	1246	237	1000	2050	9	382	117	104	107	96	173
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.98	0.02	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	6800	1700	3400	6770	30	3400	1700	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.14	0.29	0.30	0.30	0.11	0.07	0.06	0.03	0.06	0.10
Crit Moves:		****		****			****					****

Newport Crossings
LSA Project No. CNB1702

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

Intersection #21 MacArthur Blvd/Douglas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Street Name:	MacArthur Blvd						Douglas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	1	0	2	0	4	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1837	66	628	1707	0	0	0	0	19	0	335
Growth Adj:	1.00	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	1837	66	628	1707	0	0	0	0	19	0	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1837	66	628	1707	0	0	0	0	19	0	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1837	66	628	1707	0	0	0	0	19	0	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1837	66	628	1707	0	0	0	0	19	0	335
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.86	0.14	2.00	4.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	6564	236	3400	6800	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.18	0.25	0.00	0.00	0.00	0.00	0.01	0.00	0.20
Crit Moves:		****		****								****

Newport Crossings
LSA Project No. CNB1702

Scenario Report

Scenario:	Future 2022 PM
Command:	Default Command
Volume:	App+Pend PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Default
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Newport Crossings
LSA Project No. CNB1702

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	E	xxxxx	0.917	E	xxxxx	0.917	+ 0.000 V/C
# 2 Campus Dr/Bristol St (N)	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000 V/C
# 3 Campus Dr-Irvine Ave/Bristol S	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000 V/C
# 4 Irvine Ave/Mesa Dr	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
# 5 MacArthur Blvd/Birch St	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000 V/C
# 6 Birch St/Bristol St (N)	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000 V/C
# 7 Birch St/Bristol St (S)	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000 V/C
# 8 Von Karman Ave/Campus Dr	C	xxxxx	0.798	C	xxxxx	0.798	+ 0.000 V/C
# 9 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
# 10 Bayview Pl/Bristol St (S)	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000 V/C
# 11 Jamboree Rd/Campus Dr	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000 V/C
# 12 Jamboree Rd/Birch St	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 13 MacArthur Blvd/Jamboree Rd	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 14 Jamboree Rd/Bristol St (N)	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 15 Jamboree Rd/Bristol St (S)	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000 V/C
# 16 Jamboree Rd/Bayview Way	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000 V/C
# 17 Jamboree Rd/Eastbluff Dr-Unive	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C

Newport Crossings
LSA Project No. CNB1702

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	MacArthur Blvd						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	138	1411		85		212	1340		748	355	621		69	184	1213		227			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00			
Initial Bse:	138	1411		85		212	1340		748	355	621		69	184	1213		227			
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00			
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00			
PHF Volume:	138	1411		85		212	1340		748	355	621		69	184	1213		0			
Reduct Vol:	0	0		0		0	0		0	0	0		0	0	0		0			
Reduced Vol:	138	1411		85		212	1340		748	355	621		69	184	1213		0			
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00			
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00			
FinalVolume:	138	1411		85		212	1340		748	355	621		69	184	1213		0			
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600	1600	1600		1600	1600	1600		1600			
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00			
Lanes:	1.00	4.00		1.00		1.00	4.00		1.00	2.00	3.00		1.00	2.00	3.00		1.00			
Final Sat.:	1600	6400		1600		1600	6400		1600	3200	4800		1600	3200	4800		1600			
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.22		0.05		0.13	0.21		0.47	0.11	0.13		0.04	0.06	0.25		0.00			
Crit Moves:	****								****	****					****					

Newport Crossings
LSA Project No. CNB1702

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

Intersection #2 Campus Dr/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Campus Dr						Bristol St (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	0	0	0	4	0	3	0	0	0	0	0	1	0	3	1	0
Volume Module:																				
Base Vol:	512	951		0		0	1091		1220	0	0		0	309	1962		152			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00			
Initial Bse:	512	951		0		0	1091		1220	0	0		0	309	1962		152			
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00			
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00			
PHF Volume:	512	951		0		0	1091		1220	0	0		0	309	1962		152			
Reduct Vol:	0	0		0		0	0		0	0	0		0	0	0		0			
Reduced Vol:	512	951		0		0	1091		1220	0	0		0	309	1962		152			
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00			
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00			
FinalVolume:	512	951		0		0	1091		1220	0	0		0	309	1962		152			
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600	1600	1600		1600	1600	1600		1600			
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00			
Lanes:	2.00	3.00		0.00		0.00	4.00		3.00	0.00	0.00		0.00	1.00	3.71		0.29			
Final Sat.:	3200	4800		0		0	6400		4800	0	0		0	1600	5940		460			
Capacity Analysis Module:																				
Vol/Sat:	0.16	0.20		0.00		0.00	0.17		0.25	0.00	0.00		0.00	0.19	0.33		0.33			
Crit Moves:	****								****						****					

Newport Crossings
LSA Project No. CNB1702

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

Intersection #3 Campus Dr-Irvine Ave/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Campus Dr-Irvine Ave						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1	0	1	0 3	0 0	1	1 2	0 2	0	0 0 0 0
Volume Module:												
Base Vol:	0	938	288	191	1202	0	565	1169	616	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	938	288	191	1202	0	565	1169	616	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	938	288	191	1202	0	565	1169	616	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	938	288	191	1202	0	565	1169	616	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	938	288	191	1202	0	565	1169	616	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.30	2.70	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2085	4315	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.18	0.12	0.25	0.00	0.27	0.27	0.19	0.00	0.00	0.00
Crit Moves:			****	****			****					

Newport Crossings
LSA Project No. CNB1702

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

Intersection #4 Irvine Ave/Mesa Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Street Name:	Irvine Ave						Mesa Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 0 1	1	0	3 0 1	1	0	1 1 0	2	0	0 1 0
Volume Module:												
Base Vol:	71	671	169	6	1415	317	72	72	135	640	243	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	671	169	6	1415	317	72	72	135	640	243	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	671	169	6	1415	317	72	72	135	640	243	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	671	169	6	1415	317	72	72	135	640	243	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	671	169	6	1415	317	72	72	135	640	243	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.96	0.04
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1537	63
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.11	0.00	0.29	0.20	0.05	0.05	0.08	0.20	0.16	0.16
Crit Moves:	****				****				****	****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #5 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	MacArthur Blvd						Birch St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	1	0	1	1	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	120	980	26	111	1138	219	308	305	37	82	603	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	980	26	111	1138	219	308	305	37	82	603	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	120	980	26	111	1138	219	308	305	37	82	603	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	980	26	111	1138	219	308	305	37	82	603	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	120	980	26	111	1138	219	308	305	37	82	603	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.35	0.65	1.42	1.41	0.17	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5367	1033	2276	2251	273	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.02	0.07	0.21	0.21	0.14	0.14	0.14	0.05	0.19	0.00
Crit Moves:	****				****				****		****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #6 Birch St/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Birch St									Bristol St (N)		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	1	0
Volume Module:												
Base Vol:	116	368	0	0	577	750	0	0	0	472	1434	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	368	0	0	577	750	0	0	0	472	1434	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	368	0	0	577	750	0	0	0	472	1434	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	368	0	0	577	750	0	0	0	472	1434	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	368	0	0	577	750	0	0	0	472	1434	124
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.74	2.26	0.00	0.00	0.00	1.00	3.76	0.24
Final Sat.:	3200	3200	0	0	2783	3617	0	0	0	1600	6018	382
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.30	0.24	0.32
Crit Moves:	****				****							****

Newport Crossings
LSA Project No. CNB1702

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

Intersection #7 Birch St/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Birch St						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	280	336	244	794	0	214	1278	131	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	280	336	244	794	0	214	1278	131	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	280	336	244	794	0	214	1278	131	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	336	244	794	0	214	1278	131	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	280	336	244	794	0	214	1278	131	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.72	0.28	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5954	446	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.11	0.08	0.25	0.00	0.13	0.21	0.29	0.00	0.00	0.00
Crit Moves:					****				****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #8 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Von Karman Ave						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	55	532	139	178	696	355	144	779	76	51	836	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	532	139	178	696	355	144	779	76	51	836	110
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	532	0	178	696	355	144	779	76	51	836	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	532	0	178	696	355	144	779	76	51	836	110
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	532	0	178	696	355	144	779	76	51	836	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.32	0.68	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1600	3200	1600	1600	2119	1081	1600	3200	1600	1600	2828	372
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.00	0.11	0.33	0.33	0.09	0.24	0.05	0.03	0.30	0.30
Crit Moves:	****				****		****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #9 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	MacArthur Blvd						Von Karman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	37	934	235	33	1122	53	101	195	221	642	124	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	934	235	33	1122	53	101	195	221	642	124	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	934	235	33	1122	53	101	195	221	642	124	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	934	235	33	1122	53	101	195	221	642	124	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	934	235	33	1122	53	101	195	221	642	124	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.15	0.02	0.23	0.03	0.06	0.06	0.14	0.20	0.08	0.05
Crit Moves:	****				****				****	****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #10 Bayview Pl/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Bayview Pl						Bristol St (S)					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 2	0	0 0	0 0	0	0 4	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	368	0	0	0	0	2682	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	368	0	0	0	0	2682	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	368	0	0	0	0	2682	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	368	0	0	0	0	2682	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	368	0	0	0	0	2682	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.42	0.08	0.00	0.00	0.00
Crit Moves:			****					****				

Newport Crossings
LSA Project No. CNB1702

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

Intersection #11 Jamboree Rd/Campus Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Street Name:	Jamboree Rd						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	89	2066	392	220	1938	223	221	603	194	157	375	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	2066	392	220	1938	223	221	603	194	157	375	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	89	2066	392	220	1938	223	221	603	0	157	375	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	2066	392	220	1938	223	221	603	0	157	375	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	89	2066	392	220	1938	223	221	603	0	157	375	178
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.36	0.64	2.00	2.69	0.31	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5379	1021	3200	4305	495	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.07	0.45	0.45	0.07	0.19	0.00	0.05	0.12	0.11
Crit Moves:	****				****			****			****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #12 Jamboree Rd/Birch St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	Jamboree Rd						Birch St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	75	2196	1	3	2134	176	328	0	145	1	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	2196	1	3	2134	176	328	0	145	1	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	75	2196	1	3	2134	0	328	0	0	1	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	2196	1	3	2134	0	328	0	0	1	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	75	2196	1	3	2134	0	328	0	0	1	1	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	2.00	0.00	1.00	0.20	0.20	0.60
Final Sat.:	1600	4798	2	1600	4800	1600	3200	0	1600	320	320	960
Capacity Analysis Module:												
Vol/Sat:	0.05	0.46	0.46	0.00	0.44	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #13 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	121	Level Of Service:	D

Street Name:	MacArthur Blvd						Jamboree Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	4	0	1	3	0	3	0	1
Volume Module:																				
Base Vol:	335	899	392	189	1877	509	276	1092	136	585	1099	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	899	392	189	1877	509	276	1092	136	585	1099	173
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	899	392	189	1877	0	276	1092	136	585	1099	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	899	392	189	1877	0	276	1092	136	585	1099	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	899	392	189	1877	0	276	1092	136	585	1099	173
OvlAdjVol:			197									
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.19	0.25	0.06	0.39	0.00	0.09	0.17	0.09	0.12	0.23	0.11
OvlAdjV/S:			0.12									
Crit Moves:	****				****			****				****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #14 Jamboree Rd/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Jamboree Rd						Bristol St (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	644	1801	959	0	1370	855	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	644	1801	959	0	1370	855	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	644	1801	0	0	1370	855	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	644	1801	0	0	1370	855	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	644	1801	0	0	1370	855	0	0	0	0	0	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.08	1.92	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4926	3074	0	0	0	0	0	0
Capacity Analysis Module:																				
Vol/Sat:	0.20	0.38	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****						

Newport Crossings
LSA Project No. CNB1702

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

Intersection #15 Jamboree Rd/Bristol St (S)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

Street Name:	Jamboree Rd						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1	0	0	4 0	0	1 1	1 0	2	0	0 0 0
Volume Module:												
Base Vol:	0	2327	82	0	1382	0	1063	868	1257	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2327	82	0	1382	0	1063	868	1257	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2327	82	0	1382	0	1063	868	1257	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2327	82	0	1382	0	1063	868	1257	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2327	82	0	1382	0	1063	868	1257	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.83	0.17	0.00	4.00	0.00	1.65	1.35	2.00	0.00	0.00	0.00
Final Sat.:	0	7728	272	0	6400	0	2642	2158	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.00	0.22	0.00	0.40	0.40	0.39	0.00	0.00	0.00
Crit Moves:		****					****					

Newport Crossings
LSA Project No. CNB1702

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

Intersection #16 Jamboree Rd/Bayview Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Jamboree Rd						Bayview Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 1	0	1	0 4	0	1	2 0	1	0	1 0 1
Volume Module:												
Base Vol:	38	2063	59	91	2336	65	89	11	169	28	7	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	2063	59	91	2336	65	89	11	169	28	7	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	2063	59	91	2336	65	89	11	169	28	7	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	2063	59	91	2336	65	89	11	169	28	7	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	2063	59	91	2336	65	89	11	169	28	7	123
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.89	0.11	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6222	178	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.06	0.37	0.04	0.03	0.01	0.11	0.02	0.00	0.08
Crit Moves:		****		****					****	****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #17 Jamboree Rd/Eastbluff Dr-University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	B

Street Name:	Jamboree Rd							Eastbluff Dr-University Dr							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Ignore				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lanes:	1	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	1	0	1
Volume Module:																				
Base Vol:	35	1832	346			202	1941	450			248	118	20			340	129	115		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	35	1832	346			202	1941	450			248	118	20			340	129	115		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00		
PHF Volume:	35	1832	346			202	1941	450			248	118	20			340	129	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	35	1832	346			202	1941	450			248	118	20			340	129	0		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	0.00		
FinalVolume:	35	1832	346			202	1941	450			248	118	20			340	129	0		
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600		
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	1.00	3.00	1.00			2.00	3.00	1.00			1.36	0.64	1.00			2.00	1.00	1.00		
Final Sat.:	1600	4800	1600			3200	4800	1600			2168	1032	1600			3200	1600	1600		
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.38	0.22			0.06	0.40	0.28			0.11	0.11	0.01			0.11	0.08	0.00		
Crit Moves:		****					****					****					****			

Newport Crossings
LSA Project No. CNB1702

Scenario Report

Scenario:	Future 2022 PM
Command:	Default Command
Volume:	App+Pend PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Default
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Newport Crossings
LSA Project No. CNB1702

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 18 MacArthur Blvd/I-405 NB Ramps	B	xxxxx	0.699	B	xxxxx	0.699	+ 0.000 V/C
# 19 MacArthur Blvd/I-405 SB Ramps	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000 V/C
# 20 MacArthur Blvd/Michelson Dr	F	xxxxx	1.050	F	xxxxx	1.050	+ 0.000 V/C
# 21 MacArthur Blvd/Douglas	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000 V/C

Newport Crossings
LSA Project No. CNB1702

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

Intersection #18 MacArthur Blvd/I-405 NB Ramps

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

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	2	2	0	4	0	0	0	0	0	0	0	2	0	0	0	0	2
Volume Module:												
Base Vol:	0	2378	849	577	1784	0	0	0	0	442	0	472
Growth Adj:	1.00	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	2378	849	577	1784	0	0	0	0	442	0	472
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2378	849	577	1784	0	0	0	0	442	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2378	849	577	1784	0	0	0	0	442	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2378	849	577	1784	0	0	0	0	442	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	2.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	6800	3400	3400	6800	0	0	0	0	3400	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.25	0.17	0.26	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Moves:		****		****						****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #19 MacArthur Blvd/I-405 SB Ramps

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

Street Name:	MacArthur Blvd						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	4	0	1	0	0	0	0	0	2	0	1	0	1
Volume Module:												
Base Vol:	0	2572	714	488	1435	213	0	0	0	658	141	582
Growth Adj:	1.00	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	2572	714	488	1435	213	0	0	0	658	141	582
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2572	714	488	1435	213	0	0	0	658	141	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2572	714	488	1435	213	0	0	0	658	141	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2572	714	488	1435	213	0	0	0	658	141	0
OvlAdjVol:			385									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	6800	1700	3400	6800	1700	0	0	0	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.42	0.14	0.21	0.13	0.00	0.00	0.00	0.19	0.08	0.00
OvlAdjV/S:			0.23									
Crit Moves:		****		****						****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #20 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.050
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	MacArthur Blvd						Michelson Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	2	0	3	1	0	2	0	1	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	183	2271	145	493	1541	6	351	95	117	406	119	711
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	2271	145	493	1541	6	351	95	117	406	119	711
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	2271	145	493	1541	6	351	95	117	406	119	711
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	2271	145	493	1541	6	351	95	117	406	119	711
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	2271	145	493	1541	6	351	95	117	406	119	711
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.98	0.02	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	6800	1700	3400	6774	26	3400	1700	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.09	0.15	0.23	0.23	0.10	0.06	0.07	0.12	0.07	0.42
Crit Moves:		****		****			****					****

Newport Crossings
LSA Project No. CNB1702

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

Intersection #21 MacArthur Blvd/Douglas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Street Name:	MacArthur Blvd						Douglas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	1	0	2	0	4	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	2245	55	412	2003	0	0	0	0	29	0	451
Growth Adj:	1.00	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	2245	55	412	2003	0	0	0	0	29	0	451
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2245	55	412	2003	0	0	0	0	29	0	451
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2245	55	412	2003	0	0	0	0	29	0	451
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2245	55	412	2003	0	0	0	0	29	0	451
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.90	0.10	2.00	4.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	6637	163	3400	6800	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.12	0.29	0.00	0.00	0.00	0.00	0.02	0.00	0.27
Crit Moves:		****		****								****

Newport Crossings
LSA Project No. CNB1702

Scenario Report

Scenario:	Future 2022+Proj AM
Command:	Default Command
Volume:	Future+P AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Default
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Newport Crossings
LSA Project No. CNB1702

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	C	xxxxx	0.700	C	xxxxx	0.700	+ 0.000 V/C
# 2 Campus Dr/Bristol St (N)	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C
# 3 Campus Dr-Irvine Ave/Bristol S	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000 V/C
# 4 Irvine Ave/Mesa Dr	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 5 MacArthur Blvd/Birch St	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
# 6 Birch St/Bristol St (N)	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000 V/C
# 7 Birch St/Bristol St (S)	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000 V/C
# 8 Von Karman Ave/Campus Dr	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000 V/C
# 9 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
# 10 Bayview Pl/Bristol St (S)	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000 V/C
# 11 Jamboree Rd/Campus Dr	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000 V/C
# 12 Jamboree Rd/Birch St	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
# 13 MacArthur Blvd/Jamboree Rd	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000 V/C
# 14 Jamboree Rd/Bristol St (N)	A	xxxxx	0.424	A	xxxxx	0.424	+ 0.000 V/C
# 15 Jamboree Rd/Bristol St (S)	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000 V/C
# 16 Jamboree Rd/Bayview Way	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000 V/C
# 17 Jamboree Rd/Eastbluff Dr-Unive	C	xxxxx	0.720	C	xxxxx	0.720	+ 0.000 V/C

Newport Crossings
LSA Project No. CNB1702

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Street Name:	MacArthur Blvd						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	36	1102	92	317	1127	221	740	985	71	93	474	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1102	92	317	1127	221	740	985	71	93	474	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	36	1102	92	317	1127	221	740	985	71	93	474	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1102	92	317	1127	221	740	985	71	93	474	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	36	1102	92	317	1127	221	740	985	71	93	474	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.17	0.06	0.20	0.18	0.14	0.23	0.21	0.04	0.03	0.10	0.00
Crit Moves:		****			****			****			****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #2 Campus Dr/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Campus Dr									Bristol St (N)		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	0	0	0	4	0	3	0	0	0	0	0	1	0	3	1	0
Volume Module:																				
Base Vol:	549	1996	0	0	390	310	0	0	0	189	1010	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	549	1996	0	0	390	310	0	0	0	189	1010	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	549	1996	0	0	390	310	0	0	0	189	1010	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	549	1996	0	0	390	310	0	0	0	189	1010	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	549	1996	0	0	390	310	0	0	0	189	1010	288
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	4.00	3.00	0.00	0.00	0.00	1.00	3.11	0.89
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	4980	1420
Capacity Analysis Module:																				
Vol/Sat:	0.17	0.42	0.00	0.00	0.06	0.06	0.00	0.00	0.00	0.12	0.20	0.20
Crit Moves:		****									****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #3 Campus Dr-Irvine Ave/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	C

Street Name:	Campus Dr-Irvine Ave						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1	0	1	0 3	0 0	1	1 2	0 2	0	0 0 0 0
Volume Module:												
Base Vol:	0	1246	240	100	508	0	1245	1803	494	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1246	240	100	508	0	1245	1803	494	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1246	240	100	508	0	1245	1803	494	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1246	240	100	508	0	1245	1803	494	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1246	240	100	508	0	1245	1803	494	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.19	0.81	1.00	3.00	0.00	1.63	2.37	2.00	0.00	0.00	0.00
Final Sat.:	0	6708	1292	1600	4800	0	2614	3786	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.06	0.11	0.00	0.48	0.48	0.15	0.00	0.00	0.00
Crit Moves:		****		****			****					

Newport Crossings
LSA Project No. CNB1702

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

Intersection #4 Irvine Ave/Mesa Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Irvine Ave						Mesa Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	96	1359	525	8	730	47	198	307	110	123	28	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	1359	525	8	730	47	198	307	110	123	28	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	1359	525	8	730	47	198	307	110	123	28	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1359	525	8	730	47	198	307	110	123	28	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	1359	525	8	730	47	198	307	110	123	28	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.47	0.53	2.00	0.93	0.07
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	2356	844	3200	1493	107
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.33	0.01	0.15	0.03	0.12	0.13	0.13	0.04	0.02	0.02
Crit Moves:			****	****				****		****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #5 MacArthur Blvd/Birch St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	MacArthur Blvd						Birch St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	1	0	1	1	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	34	966	81	104	900	249	183	375	59	29	182	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	966	81	104	900	249	183	375	59	29	182	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	34	966	81	104	900	249	183	375	59	29	182	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	966	81	104	900	249	183	375	59	29	182	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	34	966	81	104	900	249	183	375	59	29	182	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.13	0.87	1.00	1.71	0.29	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5013	1387	1600	2740	460	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.05	0.07	0.18	0.18	0.11	0.14	0.13	0.02	0.06	0.00
Crit Moves:		****		****				****			****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #6 Birch St/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	B

Street Name:	Birch St									Bristol St (N)		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	1	0
Volume Module:												
Base Vol:	78	1103	0	0	162	168	0	0	0	388	1268	276
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1103	0	0	162	168	0	0	0	388	1268	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1103	0	0	162	168	0	0	0	388	1268	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1103	0	0	162	168	0	0	0	388	1268	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1103	0	0	162	168	0	0	0	388	1268	276
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.96	2.04	0.00	0.00	0.00	1.00	3.46	0.54
Final Sat.:	3200	3200	0	0	3142	3258	0	0	0	1600	5542	858
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.24	0.23	0.32
Crit Moves:		****										****

Newport Crossings
LSA Project No. CNB1702

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

Intersection #7 Birch St/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Birch St						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	405	392	141	420	0	773	1179	194	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	405	392	141	420	0	773	1179	194	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	405	392	141	420	0	773	1179	194	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	405	392	141	420	0	773	1179	194	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	405	392	141	420	0	773	1179	194	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.03	1.97	2.00	2.00	0.00	1.58	3.00	0.42	0.00	0.00	0.00
Final Sat.:	0	3252	3148	3200	3200	0	2534	4787	678	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.04	0.13	0.00	0.30	0.25	0.29	0.00	0.00	0.00
Crit Moves:		****		****			****					

Newport Crossings
LSA Project No. CNB1702

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

Intersection #8 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Street Name:	Von Karman Ave						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	20	710	35	97	446	87	303	511	70	97	543	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	710	35	97	446	87	303	511	70	97	543	155
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	710	0	97	446	87	303	511	70	97	543	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	710	0	97	446	87	303	511	70	97	543	155
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	710	0	97	446	87	303	511	70	97	543	155
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.67	0.33	1.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:	1600	3200	1600	1600	2678	522	1600	3200	1600	1600	2489	711
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.00	0.06	0.17	0.17	0.19	0.16	0.04	0.06	0.22	0.22
Crit Moves:		****		****			****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #9 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Street Name:	MacArthur Blvd						Von Karman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	44	995	721	56	574	150	19	82	42	175	151	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	995	721	56	574	150	19	82	42	175	151	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	995	721	56	574	150	19	82	42	175	151	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	995	721	56	574	150	19	82	42	175	151	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	995	721	56	574	150	19	82	42	175	151	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.45	0.04	0.12	0.09	0.01	0.03	0.03	0.05	0.09	0.02
Crit Moves:			****	****			****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #10 Bayview Pl/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Bayview Pl						Bristol St (S)					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 2	0	0 0	0 0	0	0 4	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	67	0	0	0	0	3096	382	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	67	0	0	0	0	3096	382	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	67	0	0	0	0	3096	382	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	67	0	0	0	0	3096	382	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	67	0	0	0	0	3096	382	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.48	0.24	0.00	0.00	0.00
Crit Moves:			****					****				

Newport Crossings
LSA Project No. CNB1702

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

Intersection #11 Jamboree Rd/Campus Dr

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.735
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 | Level Of Service: C

Street Name:	Jamboree Rd						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	143	1595	147	195	2074	158	116	283	63	438	414	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1595	147	195	2074	158	116	283	63	438	414	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	143	1595	147	195	2074	158	116	283	0	438	414	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1595	147	195	2074	158	116	283	0	438	414	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	143	1595	147	195	2074	158	116	283	0	438	414	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.66	0.34	2.00	2.79	0.21	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5860	540	3200	4460	340	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.06	0.47	0.46	0.04	0.09	0.00	0.14	0.13	0.06
Crit Moves:	****				****			****			****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #12 Jamboree Rd/Birch St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.598
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 | Level Of Service: A

Street Name:	Jamboree Rd						Birch St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	186	1695	5	2	2004	603	189	2	83	1	3	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	1695	5	2	2004	603	189	2	83	1	3	4
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	186	1695	5	2	2004	0	189	2	0	1	3	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1695	5	2	2004	0	189	2	0	1	3	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	186	1695	5	2	2004	0	189	2	0	1	3	4
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.98	0.02	1.00	0.12	0.38	0.50
Final Sat.:	1600	4786	14	1600	4800	1600	3166	34	1600	200	600	800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.35	0.35	0.00	0.42	0.00	0.06	0.06	0.00	0.01	0.01	0.01
Crit Moves:	****				****			****			****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #13 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	C

Street Name:	MacArthur Blvd						Jamboree Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	232	1779	527	72	570	238	504	1209	300	310	898	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	1779	527	72	570	238	504	1209	300	310	898	223
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	1779	527	72	570	0	504	1209	300	310	898	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	1779	527	72	570	0	504	1209	300	310	898	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	1779	527	72	570	0	504	1209	300	310	898	223
OvlAdjVol:			424									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.33	0.02	0.12	0.00	0.16	0.19	0.19	0.06	0.19	0.14
OvlAdjV/S:			0.26									
Crit Moves:	****			****			****			****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #14 Jamboree Rd/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Jamboree Rd						Bristol St (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 1	0	0 3	1 1	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	707	1951	707	0	1046	581	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	707	1951	707	0	1046	581	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	707	1951	0	0	1046	581	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	707	1951	0	0	1046	581	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	707	1951	0	0	1046	581	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.21	1.79	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	5143	2857	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.41	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

Newport Crossings
LSA Project No. CNB1702

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

Intersection #15 Jamboree Rd/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	162	Level Of Service:	C

Street Name:	Jamboree Rd						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1	0	0	4 0	0	1 1	1 0	2	0	0 0 0
Volume Module:												
Base Vol:	0	2081	39	0	1034	0	1228	488	1467	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2081	39	0	1034	0	1228	488	1467	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2081	39	0	1034	0	1228	488	1467	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2081	39	0	1034	0	1228	488	1467	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2081	39	0	1034	0	1228	488	1467	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.91	0.09	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7853	147	0	6400	0	3200	1600	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.27	0.00	0.16	0.00	0.38	0.31	0.46	0.00	0.00	0.00
Crit Moves:		****							****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #16 Jamboree Rd/Bayview Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Jamboree Rd						Bayview Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 1	0	1	0 4	0	1	2 0	1	0	1 0 1
Volume Module:												
Base Vol:	135	2120	74	71	2214	165	48	10	91	19	2	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	2120	74	71	2214	165	48	10	91	19	2	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	2120	74	71	2214	165	48	10	91	19	2	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	2120	74	71	2214	165	48	10	91	19	2	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	2120	74	71	2214	165	48	10	91	19	2	63
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.87	0.13	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6184	216	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.34	0.04	0.35	0.10	0.02	0.01	0.06	0.01	0.00	0.04
Crit Moves:	****				****				****	****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #17 Jamboree Rd/Eastbluff Dr-University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Street Name:	Jamboree Rd					Eastbluff Dr-University Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	57	1624	400	96	2022	355	400	99	27	342	129	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1624	400	96	2022	355	400	99	27	342	129	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	57	1624	400	96	2022	355	400	99	27	342	129	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1624	400	96	2022	355	400	99	27	342	129	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	57	1624	400	96	2022	355	400	99	27	342	129	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.60	0.40	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2565	635	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.25	0.03	0.42	0.22	0.16	0.16	0.02	0.11	0.08	0.00
Crit Moves:	****				****		****			****		

Newport Crossings
LSA Project No. CNB1702

Scenario Report

Scenario:	Future 2022+Proj AM
Command:	Default Command
Volume:	Future+P AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Default
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Newport Crossings
LSA Project No. CNB1702

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 18 MacArthur Blvd/I-405 NB Ramps	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000 V/C
# 19 MacArthur Blvd/I-405 SB Ramps	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000 V/C
# 20 MacArthur Blvd/Michelson Dr	C	xxxxx	0.746	C	xxxxx	0.746	+ 0.000 V/C
# 21 MacArthur Blvd/Douglas	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000 V/C

Newport Crossings
LSA Project No. CNB1702

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

Intersection #18 MacArthur Blvd/I-405 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648				
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	32	Level Of Service:	B				

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 0	2	0	4 0	0 0	0	0 0	2	0	0 0 2
Volume Module:												
Base Vol:	0	1925	470	167	1515	0	0	0	0	904	0	1203
Growth Adj:	1.00	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	1925	470	167	1515	0	0	0	0	904	0	1203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1925	470	167	1515	0	0	0	0	904	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1925	470	167	1515	0	0	0	0	904	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1925	470	167	1515	0	0	0	0	904	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	2.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	6800	3400	3400	6800	0	0	0	0	3400	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.14	0.05	0.22	0.00	0.00	0.00	0.00	0.27	0.00	0.00
Crit Moves:		****		****						****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #19 MacArthur Blvd/I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656				
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	67	Level Of Service:	B				

Street Name:	MacArthur Blvd						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 0	1	2	0 4	0 1	0	0 0	0	2	0 1 0 1
Volume Module:												
Base Vol:	0	1359	468	183	1870	419	0	0	0	1127	151	866
Growth Adj:	1.00	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	1359	468	183	1870	419	0	0	0	1127	151	866
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1359	468	183	1870	419	0	0	0	1127	151	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1359	468	183	1870	419	0	0	0	1127	151	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1359	468	183	1870	419	0	0	0	1127	151	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	6800	1700	3400	6800	1700	0	0	0	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.28	0.05	0.28	0.25	0.00	0.00	0.00	0.33	0.09	0.00
OvlAdjV/S:			0.00									
Crit Moves:				****						****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #20 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	MacArthur Blvd						Michelson Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	2	0	3	1	0	2	0	1	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	207	1279	237	1000	2061	9	382	117	104	107	96	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	1279	237	1000	2061	9	382	117	104	107	96	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	1279	237	1000	2061	9	382	117	104	107	96	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	1279	237	1000	2061	9	382	117	104	107	96	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	1279	237	1000	2061	9	382	117	104	107	96	173
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.98	0.02	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	6800	1700	3400	6770	30	3400	1700	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.14	0.29	0.30	0.30	0.11	0.07	0.06	0.03	0.06	0.10
Crit Moves:		****		****			****					****

Newport Crossings
LSA Project No. CNB1702

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

Intersection #21 MacArthur Blvd/Douglas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Street Name:	MacArthur Blvd						Douglas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	1	0	2	0	4	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1870	66	628	1718	0	0	0	0	19	0	335
Growth Adj:	1.00	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	1870	66	628	1718	0	0	0	0	19	0	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1870	66	628	1718	0	0	0	0	19	0	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1870	66	628	1718	0	0	0	0	19	0	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1870	66	628	1718	0	0	0	0	19	0	335
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.86	0.14	2.00	4.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	6568	232	3400	6800	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.18	0.25	0.00	0.00	0.00	0.00	0.01	0.00	0.20
Crit Moves:		****		****								****

Newport Crossings
LSA Project No. CNB1702

Scenario Report

Scenario:	Future 2022+Proj PM
Command:	Default Command
Volume:	Future+P PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Default
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Newport Crossings
LSA Project No. CNB1702

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 MacArthur Blvd/Campus Dr	E	xxxxx	0.917	E	xxxxx	0.917	+ 0.000 V/C
# 2 Campus Dr/Bristol St (N)	C	xxxxx	0.745	C	xxxxx	0.745	+ 0.000 V/C
# 3 Campus Dr-Irvine Ave/Bristol S	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000 V/C
# 4 Irvine Ave/Mesa Dr	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
# 5 MacArthur Blvd/Birch St	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000 V/C
# 6 Birch St/Bristol St (N)	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000 V/C
# 7 Birch St/Bristol St (S)	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000 V/C
# 8 Von Karman Ave/Campus Dr	C	xxxxx	0.799	C	xxxxx	0.799	+ 0.000 V/C
# 9 MacArthur Blvd/Von Karman Ave	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 10 Bayview Pl/Bristol St (S)	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C
# 11 Jamboree Rd/Campus Dr	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000 V/C
# 12 Jamboree Rd/Birch St	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
# 13 MacArthur Blvd/Jamboree Rd	D	xxxxx	0.813	D	xxxxx	0.813	+ 0.000 V/C
# 14 Jamboree Rd/Bristol St (N)	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 15 Jamboree Rd/Bristol St (S)	C	xxxxx	0.705	C	xxxxx	0.705	+ 0.000 V/C
# 16 Jamboree Rd/Bayview Way	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000 V/C
# 17 Jamboree Rd/Eastbluff Dr-Unive	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000 V/C

Newport Crossings
LSA Project No. CNB1702

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

Intersection #1 MacArthur Blvd/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	MacArthur Blvd						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	1	0	4	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	138	1423		85		212	1354		748		355	621		69		184	1213		227	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	138	1423		85		212	1354		748		355	621		69		184	1213		227	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
PHF Volume:	138	1423		85		212	1354		748		355	621		69		184	1213		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	138	1423		85		212	1354		748		355	621		69		184	1213		0	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
FinalVolume:	138	1423		85		212	1354		748		355	621		69		184	1213		0	
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	4.00		1.00		1.00	4.00		1.00		2.00	3.00		1.00		2.00	3.00		1.00	
Final Sat.:	1600	6400		1600		1600	6400		1600		3200	4800		1600		3200	4800		1600	
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.22		0.05		0.13	0.21		0.47		0.11	0.13		0.04		0.06	0.25		0.00	
Crit Moves:	****								****		****						****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #2 Campus Dr/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Campus Dr								Bristol St (N)							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0	0	0	0	4	0	3	0	0	0	0	0	0
Volume Module:																
Base Vol:	512	962		0	0	1093	1220		0	0	0		309	1968	152	
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	512	962		0	0	1093	1220		0	0	0		309	1968	152	
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	512	962		0	0	1093	1220		0	0	0		309	1968	152	
Reduct Vol:	0	0		0	0	0	0		0	0	0		0	0	0	
Reduced Vol:	512	962		0	0	1093	1220		0	0	0		309	1968	152	
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	512	962		0	0	1093	1220		0	0	0		309	1968	152	
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00		0.00	0.00	4.00	3.00		0.00	0.00	0.00		1.00	3.71	0.29	
Final Sat.:	3200	4800		0	0	6400	4800		0	0	0		1600	5941	459	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.20		0.00	0.00	0.17	0.25		0.00	0.00	0.00		0.19	0.33	0.33	
Crit Moves:	****						****							****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #3 Campus Dr-Irvine Ave/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Campus Dr-Irvine Ave						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1	0	1	0 3	0 0	1	1 2	0 2	0	0 0 0 0
Volume Module:												
Base Vol:	0	940	288	191	1204	0	574	1169	616	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	940	288	191	1204	0	574	1169	616	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	940	288	191	1204	0	574	1169	616	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	940	288	191	1204	0	574	1169	616	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	940	288	191	1204	0	574	1169	616	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	1.00	3.00	0.00	1.32	2.68	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2108	4292	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.18	0.12	0.25	0.00	0.27	0.27	0.19	0.00	0.00	0.00
Crit Moves:			****	****			****					

Newport Crossings
LSA Project No. CNB1702

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

Intersection #4 Irvine Ave/Mesa Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Street Name:	Irvine Ave						Mesa Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 0 1	1	0	3 0 1	1	0	1 1 0	2	0	0 1 0
Volume Module:												
Base Vol:	71	673	169	6	1417	317	72	72	135	640	243	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	673	169	6	1417	317	72	72	135	640	243	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	673	169	6	1417	317	72	72	135	640	243	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	673	169	6	1417	317	72	72	135	640	243	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	673	169	6	1417	317	72	72	135	640	243	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.96	0.04
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1537	63
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.11	0.00	0.30	0.20	0.05	0.05	0.08	0.20	0.16	0.16
Crit Moves:	****				****				****	****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #5 MacArthur Blvd/Birch St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.618
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 | Level Of Service: B

Street Name:	MacArthur Blvd						Birch St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	1	0	1	1	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	120	980	26	111	1152	219	320	308	37	82	608	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	980	26	111	1152	219	320	308	37	82	608	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	120	980	26	111	1152	219	320	308	37	82	608	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	980	26	111	1152	219	320	308	37	82	608	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	120	980	26	111	1152	219	320	308	37	82	608	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.36	0.64	1.44	1.39	0.17	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	5378	1022	2310	2223	267	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.02	0.07	0.21	0.21	0.14	0.14	0.14	0.05	0.19	0.00
Crit Moves:	****				****				****		****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #6 Birch St/Bristol St (N)

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.570
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 | Level Of Service: A

Street Name:	Birch St									Bristol St (N)		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	0	0	1	1	2	0	0	0	0	0	1	1	2	1	0
Volume Module:												
Base Vol:	116	368	0	0	580	756	0	0	0	472	1434	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	368	0	0	580	756	0	0	0	472	1434	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	368	0	0	580	756	0	0	0	472	1434	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	368	0	0	580	756	0	0	0	472	1434	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	368	0	0	580	756	0	0	0	472	1434	128
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	1.74	2.26	0.00	0.00	0.00	1.00	3.75	0.25
Final Sat.:	3200	3200	0	0	2778	3622	0	0	0	1600	6007	393
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.30	0.24	0.33
Crit Moves:	****				****							****

Newport Crossings
LSA Project No. CNB1702

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

Intersection #7 Birch St/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Birch St						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	1	1	2	0	2	0	0	1	1	2	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	280	336	247	794	0	214	1278	131	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	280	336	247	794	0	214	1278	131	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	280	336	247	794	0	214	1278	131	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	336	247	794	0	214	1278	131	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	280	336	247	794	0	214	1278	131	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.72	0.28	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5954	446	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.11	0.08	0.25	0.00	0.13	0.21	0.29	0.00	0.00	0.00
Crit Moves:				****					****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #8 Von Karman Ave/Campus Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Von Karman Ave						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	55	533	139	178	699	355	144	779	76	51	836	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	533	139	178	699	355	144	779	76	51	836	110
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	533	0	178	699	355	144	779	76	51	836	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	533	0	178	699	355	144	779	76	51	836	110
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	533	0	178	699	355	144	779	76	51	836	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.33	0.67	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	1600	3200	1600	1600	2122	1078	1600	3200	1600	1600	2828	372
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.00	0.11	0.33	0.33	0.09	0.24	0.05	0.03	0.30	0.30
Crit Moves:	****				****		****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #9 MacArthur Blvd/Von Karman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Street Name:	MacArthur Blvd						Von Karman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	37	942	235	33	1128	53	101	195	221	642	124	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	942	235	33	1128	53	101	195	221	642	124	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	942	235	33	1128	53	101	195	221	642	124	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	942	235	33	1128	53	101	195	221	642	124	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	942	235	33	1128	53	101	195	221	642	124	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.15	0.02	0.24	0.03	0.06	0.06	0.14	0.20	0.08	0.05
Crit Moves:	****				****				****	****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #10 Bayview Pl/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Bayview Pl						Bristol St (S)					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 2	0	0 0	0 0	0	0 4	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	368	0	0	0	0	2685	130	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	368	0	0	0	0	2685	130	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	368	0	0	0	0	2685	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	368	0	0	0	0	2685	130	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	368	0	0	0	0	2685	130	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	2.00	0.00	0.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00
Final Sat.:	0	0	3200	0	0	0	0	6400	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.42	0.08	0.00	0.00	0.00
Crit Moves:			****					****				

Newport Crossings
LSA Project No. CNB1702

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

Intersection #11 Jamboree Rd/Campus Dr

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.716
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 | Level Of Service: C

Street Name:	Jamboree Rd						Campus Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	89	2068	392	220	1940	223	221	603	194	157	375	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	2068	392	220	1940	223	221	603	194	157	375	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	89	2068	392	220	1940	223	221	603	0	157	375	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	2068	392	220	1940	223	221	603	0	157	375	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	89	2068	392	220	1940	223	221	603	0	157	375	178
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.36	0.64	2.00	2.69	0.31	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5380	1020	3200	4305	495	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.07	0.45	0.45	0.07	0.19	0.00	0.05	0.12	0.11
Crit Moves:	****				****			****			****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #12 Jamboree Rd/Birch St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.598
Loss Time (sec): 0 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 | Level Of Service: A

Street Name:	Jamboree Rd						Birch St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 3	0 1	1	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	75	2196	1	3	2134	178	330	0	145	1	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	2196	1	3	2134	178	330	0	145	1	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	75	2196	1	3	2134	0	330	0	0	1	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	2196	1	3	2134	0	330	0	0	1	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	75	2196	1	3	2134	0	330	0	0	1	1	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	2.00	0.00	1.00	0.20	0.20	0.60
Final Sat.:	1600	4798	2	1600	4800	1600	3200	0	1600	320	320	960
Capacity Analysis Module:												
Vol/Sat:	0.05	0.46	0.46	0.00	0.44	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****		****				****	

Newport Crossings
LSA Project No. CNB1702

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

Intersection #13 MacArthur Blvd/Jamboree Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	122	Level Of Service:	D

Street Name:	MacArthur Blvd						Jamboree Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	4	0	1	3	0	3	0	1
Volume Module:																				
Base Vol:	335	903	392	189	1880	512	280	1092	136	585	1099	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	903	392	189	1880	512	280	1092	136	585	1099	173
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	335	903	392	189	1880	0	280	1092	136	585	1099	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	903	392	189	1880	0	280	1092	136	585	1099	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	903	392	189	1880	0	280	1092	136	585	1099	173
OvlAdjVol:			197									
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6400	1600	4800	4800	1600
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.19	0.25	0.06	0.39	0.00	0.09	0.17	0.09	0.12	0.23	0.11
OvlAdjV/S:			0.12									
Crit Moves:	****				****			****				****			

Newport Crossings
LSA Project No. CNB1702

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

Intersection #14 Jamboree Rd/Bristol St (N)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Jamboree Rd						Bristol St (N)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	1	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	644	1805	959	0	1373	855	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	644	1805	959	0	1373	855	0	0	0	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	644	1805	0	0	1373	855	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	644	1805	0	0	1373	855	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	644	1805	0	0	1373	855	0	0	0	0	0	0
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.08	1.92	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4930	3070	0	0	0	0	0	0
Capacity Analysis Module:																				
Vol/Sat:	0.20	0.38	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****					****						

Newport Crossings
LSA Project No. CNB1702

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

Intersection #15 Jamboree Rd/Bristol St (S)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	C

Street Name:	Jamboree Rd						Bristol St (S)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4 1	0	0	4 0	0	1 1	1 0	2	0	0 0 0
Volume Module:												
Base Vol:	0	2331	82	0	1385	0	1063	871	1257	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2331	82	0	1385	0	1063	871	1257	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2331	82	0	1385	0	1063	871	1257	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2331	82	0	1385	0	1063	871	1257	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2331	82	0	1385	0	1063	871	1257	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.83	0.17	0.00	4.00	0.00	1.65	1.35	2.00	0.00	0.00	0.00
Final Sat.:	0	7728	272	0	6400	0	2638	2162	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.00	0.22	0.00	0.40	0.40	0.39	0.00	0.00	0.00
Crit Moves:		****						****				

Newport Crossings
LSA Project No. CNB1702

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

Intersection #16 Jamboree Rd/Bayview Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Jamboree Rd						Bayview Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3 1	0	1	0 4	0	1	2 0	1	0	1 0 1
Volume Module:												
Base Vol:	38	2067	59	91	2339	65	89	11	169	28	7	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	2067	59	91	2339	65	89	11	169	28	7	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	2067	59	91	2339	65	89	11	169	28	7	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	2067	59	91	2339	65	89	11	169	28	7	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	2067	59	91	2339	65	89	11	169	28	7	123
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.89	0.11	1.00	4.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6222	178	1600	6400	1600	3200	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.06	0.37	0.04	0.03	0.01	0.11	0.02	0.00	0.08
Crit Moves:		****		****					****	****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #17 Jamboree Rd/Eastbluff Dr-University Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	B

Street Name:	Jamboree Rd					Eastbluff Dr-University Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 1	0 1
Volume Module:												
Base Vol:	35	1836	346	202	1944	450	248	118	20	340	129	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	1836	346	202	1944	450	248	118	20	340	129	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	1836	346	202	1944	450	248	118	20	340	129	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1836	346	202	1944	450	248	118	20	340	129	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	1836	346	202	1944	450	248	118	20	340	129	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.36	0.64	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	2168	1032	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.22	0.06	0.41	0.28	0.11	0.11	0.01	0.11	0.08	0.00
Crit Moves:		****		****			****			****		

Newport Crossings
LSA Project No. CNB1702

Scenario Report

Scenario:	Future 2022+Proj PM
Command:	Default Command
Volume:	Future+P PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	Default
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Newport Crossings
LSA Project No. CNB1702

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 18 MacArthur Blvd/I-405 NB Ramps	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000 V/C
# 19 MacArthur Blvd/I-405 SB Ramps	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000 V/C
# 20 MacArthur Blvd/Michelson Dr	F	xxxxx	1.052	F	xxxxx	1.052	+ 0.000 V/C
# 21 MacArthur Blvd/Douglas	C	xxxxx	0.776	C	xxxxx	0.776	+ 0.000 V/C

Newport Crossings
LSA Project No. CNB1702

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

Intersection #18 MacArthur Blvd/I-405 NB Ramps

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.701
Loss Time (sec): 5 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 | Level Of Service: C

Street Name:	MacArthur Blvd						I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	2	2	0	4	0	0	0	0	0	0	0	2	0	0	0	0	2
Volume Module:												
Base Vol:	0	2380	854	577	1786	0	0	0	0	448	0	472
Growth Adj:	1.00	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	2380	854	577	1786	0	0	0	0	448	0	472
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2380	854	577	1786	0	0	0	0	448	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2380	854	577	1786	0	0	0	0	448	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2380	854	577	1786	0	0	0	0	448	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	2.00	2.00	4.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	6800	3400	3400	6800	0	0	0	0	3400	0	3400
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.25	0.17	0.26	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Moves:		****		****						****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #19 MacArthur Blvd/I-405 SB Ramps

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.768
Loss Time (sec): 5 | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 | Level Of Service: C

Street Name:	MacArthur Blvd						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	4	0	1	2	0	4	0	1	0	0	0	0	0	2	0	1	0	1
Volume Module:												
Base Vol:	0	2579	719	488	1443	213	0	0	0	664	141	582
Growth Adj:	1.00	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	2579	719	488	1443	213	0	0	0	664	141	582
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2579	719	488	1443	213	0	0	0	664	141	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2579	719	488	1443	213	0	0	0	664	141	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	2579	719	488	1443	213	0	0	0	664	141	0
OvlAdjVol:			387									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	1.00	2.00	4.00	1.00	0.00	0.00	0.00	2.00	1.00	1.00
Final Sat.:	0	6800	1700	3400	6800	1700	0	0	0	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.42	0.14	0.21	0.13	0.00	0.00	0.00	0.20	0.08	0.00
OvlAdjV/S:			0.23									
Crit Moves:		****		****						****		

Newport Crossings
LSA Project No. CNB1702

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

Intersection #20 MacArthur Blvd/Michelson Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	1.052
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	MacArthur Blvd						Michelson Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	4	0	1	2	0	3	1	0	2	0	1	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	183	2283	145	493	1555	6	351	95	117	406	119	711
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	2283	145	493	1555	6	351	95	117	406	119	711
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	2283	145	493	1555	6	351	95	117	406	119	711
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	2283	145	493	1555	6	351	95	117	406	119	711
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	2283	145	493	1555	6	351	95	117	406	119	711
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.98	0.02	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	6800	1700	3400	6774	26	3400	1700	1700	3400	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.09	0.15	0.23	0.23	0.10	0.06	0.07	0.12	0.07	0.42
Crit Moves:		****		****			****					****

Newport Crossings
LSA Project No. CNB1702

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

Intersection #21 MacArthur Blvd/Douglas

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Street Name:	MacArthur Blvd						Douglas					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3	1	0	2	0	4	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	2257	55	412	2017	0	0	0	0	29	0	451
Growth Adj:	1.00	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	2257	55	412	2017	0	0	0	0	29	0	451
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2257	55	412	2017	0	0	0	0	29	0	451
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2257	55	412	2017	0	0	0	0	29	0	451
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2257	55	412	2017	0	0	0	0	29	0	451
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.90	0.10	2.00	4.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	6638	162	3400	6800	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.12	0.30	0.00	0.00	0.00	0.00	0.02	0.00	0.27
Crit Moves:		****		****								****

APPENDIX C

HCM WORKSHEETS

HCM 6th Signalized Intersection Summary
18: MacArthur Boulevard & I-405 NB Ramps

06/01/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	769	1197	1680	357	136	1262	
Future Volume (veh/h)	769	1197	1680	357	136	1262	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1673	1673	1673	1673	1673	1673	
Adj Flow Rate, veh/h	793	1234	1732	368	140	1301	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	1340	1082	2015	874	189	2655	
Arrive On Green	0.43	0.43	0.70	0.70	0.06	0.46	
Sat Flow, veh/h	3092	2496	5991	2496	3092	5991	
Grp Volume(v), veh/h	793	1234	1732	368	140	1301	
Grp Sat Flow(s),veh/h/ln	1546	1248	1439	1248	1546	1439	
Q Serve(g_s), s	17.6	39.0	20.4	5.6	4.0	14.2	
Cycle Q Clear(g_c), s	17.6	39.0	20.4	5.6	4.0	14.2	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1340	1082	2015	874	189	2655	
V/C Ratio(X)	0.59	1.14	0.86	0.42	0.74	0.49	
Avail Cap(c_a), veh/h	1340	1082	2015	874	189	2655	
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.60	0.60	1.00	1.00	
Uniform Delay (d), s/veh	19.4	25.5	11.8	9.6	41.5	16.9	
Incr Delay (d2), s/veh	0.7	74.8	3.1	0.9	14.4	0.6	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.8	21.4	3.3	1.2	1.8	4.2	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	20.1	100.3	15.0	10.5	55.9	17.5	
LnGrp LOS	C	F	B	B	E	B	
Approach Vol, veh/h	2027		2100			1441	
Approach Delay, s/veh	68.9		14.2			21.3	
Approach LOS	E		B			C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	10.0	37.0				47.0	43.0
Change Period (Y+Rc), s	4.5	5.5				5.5	4.0
Max Green Setting (Gmax), s	5.5	31.5				41.5	39.0
Max Q Clear Time (g_c+I1), s	6.0	22.4				16.2	41.0
Green Ext Time (p_c), s	0.0	7.1				9.3	0.0

Intersection Summary		
HCM 6th Ctrl Delay		36.0
HCM 6th LOS		D

HCM 6th Signalized Intersection Summary
19: MacArthur Boulevard & I-405 SB Ramps

06/01/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	998	146	856	0	1061	342	163	1488	399
Future Volume (veh/h)	0	0	0	998	146	856	0	1061	342	163	1488	399
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1673	1673	1673	0	1673	1673	1673	1673	1673
Adj Flow Rate, veh/h				1073	157	0	0	1141	368	175	1600	429
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	0	2	2	2	2	2
Cap, veh/h				1165	630		0	1343	865	690	2980	734
Arrive On Green				0.38	0.38	0.00	0.00	0.23	0.23	0.45	1.00	1.00
Sat Flow, veh/h				3092	1673	1418	0	5991	1418	3092	5757	1418
Grp Volume(v), veh/h				1073	157	0	0	1141	368	175	1600	429
Grp Sat Flow(s),veh/h/ln				1546	1673	1418	0	1439	1418	1546	1439	1418
Q Serve(g_s), s				29.8	5.8	0.0	0.0	17.1	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s				29.8	5.8	0.0	0.0	17.1	0.0	3.2	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				1165	630		0	1343	865	690	2980	734
V/C Ratio(X)				0.92	0.25		0.00	0.85	0.43	0.25	0.54	0.58
Avail Cap(c_a), veh/h				1237	669		0	1343	865	690	2980	734
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	0.00	0.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh				26.8	19.3	0.0	0.0	33.0	4.9	20.2	0.0	0.0
Incr Delay (d2), s/veh				10.9	0.2	0.0	0.0	6.9	1.5	0.2	0.6	2.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.6	2.1	0.0	0.0	6.1	2.1	1.0	0.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.7	19.5	0.0	0.0	39.9	6.4	20.4	0.6	2.8
LnGrp LOS				D	B		A	D	A	C	A	A
Approach Vol, veh/h					1230	A		1509			2204	
Approach Delay, s/veh					35.4			31.7			2.6	
Approach LOS					D			C			A	

Timer - Assigned Phs	1	2				6		8			
Phs Duration (G+Y+Rc), s	25.6	26.5				52.1		37.9			
Change Period (Y+Rc), s	5.5	5.5				5.5		4.0			
Max Green Setting (Gmax), s	18.0	21.0				44.5		36.0			
Max Q Clear Time (g_c+I1), s	5.2	19.1				2.0		31.8			
Green Ext Time (p_c), s	0.4	1.4				18.2		2.1			

Intersection Summary		
HCM 6th Ctrl Delay	19.6	
HCM 6th LOS	B	

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
18: MacArthur Boulevard & I-405 NB Ramps

06/01/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	341	460	2054	685	534	1522	
Future Volume (veh/h)	341	460	2054	685	534	1522	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1673	1673	1673	1673	1673	1673	
Adj Flow Rate, veh/h	355	479	2140	714	556	1585	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	636	513	2405	1043	649	3966	
Arrive On Green	0.21	0.21	0.56	0.56	0.21	0.69	
Sat Flow, veh/h	3092	2496	5991	2496	3092	5991	
Grp Volume(v), veh/h	355	479	2140	714	556	1585	
Grp Sat Flow(s),veh/h/ln	1546	1248	1439	1248	1546	1439	
Q Serve(g_s), s	9.3	17.0	29.4	18.5	15.6	10.6	
Cycle Q Clear(g_c), s	9.3	17.0	29.4	18.5	15.6	10.6	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	636	513	2405	1043	649	3966	
V/C Ratio(X)	0.56	0.93	0.89	0.68	0.86	0.40	
Avail Cap(c_a), veh/h	636	513	2405	1043	684	3966	
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.51	0.51	1.00	1.00	
Uniform Delay (d), s/veh	32.1	35.1	18.2	15.7	34.2	6.0	
Incr Delay (d2), s/veh	1.1	24.3	2.9	1.9	10.1	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.4	6.6	6.9	4.0	6.3	2.3	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	33.2	59.5	21.1	17.6	44.3	6.3	
LnGrp LOS	C	E	C	B	D	A	
Approach Vol, veh/h	834		2854			2141	
Approach Delay, s/veh	48.3		20.2			16.2	
Approach LOS	D		C			B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	24.4	43.1				67.5	22.5
Change Period (Y+Rc), s	5.5	* 5.5				5.5	4.0
Max Green Setting (Gmax), s	19.9	* 38				62.0	18.5
Max Q Clear Time (g_c+I1), s	17.6	31.4				12.6	19.0
Green Ext Time (p_c), s	0.5	5.7				15.2	0.0

Intersection Summary		
HCM 6th Ctrl Delay		22.8
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
19: MacArthur Boulevard & I-405 SB Ramps

06/01/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	542	110	558	0	2138	559	457	1106	203
Future Volume (veh/h)	0	0	0	542	110	558	0	2138	559	457	1106	203
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1673	1673	1673	0	1673	1673	1673	1673	1673
Adj Flow Rate, veh/h				559	113	0	0	2204	576	471	1140	209
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	0	2	2	2	2	2
Cap, veh/h				622	337		0	2456	890	635	3991	983
Arrive On Green				0.20	0.20	0.00	0.00	0.43	0.43	0.41	1.00	1.00
Sat Flow, veh/h				3092	1673	1418	0	5991	1418	3092	5757	1418
Grp Volume(v), veh/h				559	113	0	0	2204	576	471	1140	209
Grp Sat Flow(s),veh/h/ln				1546	1673	1418	0	1439	1418	1546	1439	1418
Q Serve(g_s), s				15.9	5.2	0.0	0.0	32.0	0.0	11.6	0.0	0.0
Cycle Q Clear(g_c), s				15.9	5.2	0.0	0.0	32.0	0.0	11.6	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				622	337		0	2456	890	635	3991	983
V/C Ratio(X)				0.90	0.34		0.00	0.90	0.65	0.74	0.29	0.21
Avail Cap(c_a), veh/h				639	346		0	2456	890	635	3991	983
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	0.00	0.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh				35.0	30.8	0.0	0.0	24.0	5.4	24.5	0.0	0.0
Incr Delay (d2), s/veh				15.4	0.6	0.0	0.0	5.7	3.6	4.2	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.9	2.0	0.0	0.0	10.4	3.9	3.5	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				50.4	31.4	0.0	0.0	29.7	9.0	28.7	0.2	0.4
LnGrp LOS				D	C		A	C	A	C	A	A
Approach Vol, veh/h					672	A		2780			1820	
Approach Delay, s/veh					47.2			25.4			7.6	
Approach LOS					D			C			A	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	24.0	43.9				67.9		22.1				
Change Period (Y+Rc), s	5.5	5.5				5.5		4.0				
Max Green Setting (Gmax), s	18.0	38.4				61.9		18.6				
Max Q Clear Time (g_c+I1), s	13.6	34.0				2.0		17.9				
Green Ext Time (p_c), s	0.7	4.1				10.4		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		22.0
HCM 6th LOS		C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
18: MacArthur Boulevard & I-405 NB Ramps

06/01/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	774	1197	1685	371	136	1264	
Future Volume (veh/h)	774	1197	1685	371	136	1264	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1673	1673	1673	1673	1673	1673	
Adj Flow Rate, veh/h	798	1234	1737	382	140	1303	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	1340	1082	2015	874	189	2655	
Arrive On Green	0.43	0.43	0.70	0.70	0.06	0.46	
Sat Flow, veh/h	3092	2496	5991	2496	3092	5991	
Grp Volume(v), veh/h	798	1234	1737	382	140	1303	
Grp Sat Flow(s),veh/h/ln	1546	1248	1439	1248	1546	1439	
Q Serve(g_s), s	17.7	39.0	20.5	6.0	4.0	14.2	
Cycle Q Clear(g_c), s	17.7	39.0	20.5	6.0	4.0	14.2	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1340	1082	2015	874	189	2655	
V/C Ratio(X)	0.60	1.14	0.86	0.44	0.74	0.49	
Avail Cap(c_a), veh/h	1340	1082	2015	874	189	2655	
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.59	0.59	1.00	1.00	
Uniform Delay (d), s/veh	19.5	25.5	11.9	9.7	41.5	16.9	
Incr Delay (d2), s/veh	0.7	74.8	3.1	0.9	14.4	0.7	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.8	21.4	3.3	1.3	1.8	4.2	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	20.2	100.3	15.0	10.6	55.9	17.5	
LnGrp LOS	C	F	B	B	E	B	
Approach Vol, veh/h	2032		2119			1443	
Approach Delay, s/veh	68.9		14.2			21.3	
Approach LOS	E		B			C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	10.0	37.0				47.0	43.0
Change Period (Y+Rc), s	4.5	5.5				5.5	4.0
Max Green Setting (Gmax), s	5.5	31.5				41.5	39.0
Max Q Clear Time (g_c+I1), s	6.0	22.5				16.2	41.0
Green Ext Time (p_c), s	0.0	7.0				9.4	0.0

Intersection Summary		
HCM 6th Ctrl Delay		35.9
HCM 6th LOS		D

HCM 6th Signalized Intersection Summary
19: MacArthur Boulevard & I-405 SB Ramps

06/01/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1002	146	856	0	1080	356	163	1495	399
Future Volume (veh/h)	0	0	0	1002	146	856	0	1080	356	163	1495	399
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1673	1673	1673	0	1673	1673	1673	1673	1673
Adj Flow Rate, veh/h				1077	157	0	0	1161	383	175	1608	429
Peak Hour Factor				0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %				2	2	2	0	2	2	2	2	2
Cap, veh/h				1168	632		0	1343	867	687	2975	733
Arrive On Green				0.38	0.38	0.00	0.00	0.23	0.23	0.44	1.00	1.00
Sat Flow, veh/h				3092	1673	1418	0	5991	1418	3092	5757	1418
Grp Volume(v), veh/h				1077	157	0	0	1161	383	175	1608	429
Grp Sat Flow(s),veh/h/ln				1546	1673	1418	0	1439	1418	1546	1439	1418
Q Serve(g_s), s				29.9	5.8	0.0	0.0	17.4	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s				29.9	5.8	0.0	0.0	17.4	0.0	3.2	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				1168	632		0	1343	867	687	2975	733
V/C Ratio(X)				0.92	0.25		0.00	0.86	0.44	0.25	0.54	0.59
Avail Cap(c_a), veh/h				1237	669		0	1343	867	687	2975	733
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	0.00	0.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh				26.7	19.2	0.0	0.0	33.1	5.0	20.3	0.0	0.0
Incr Delay (d2), s/veh				11.1	0.2	0.0	0.0	7.6	1.6	0.2	0.6	2.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.7	2.1	0.0	0.0	6.3	2.3	1.0	0.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				37.8	19.4	0.0	0.0	40.7	6.6	20.5	0.6	2.8
LnGrp LOS				D	B		A	D	A	C	A	A
Approach Vol, veh/h					1234	A		1544			2212	
Approach Delay, s/veh					35.5			32.3			2.6	
Approach LOS					D			C			A	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	25.5	26.5				52.0		38.0				
Change Period (Y+Rc), s	5.5	5.5				5.5		4.0				
Max Green Setting (Gmax), s	18.0	21.0				44.5		36.0				
Max Q Clear Time (g_c+I1), s	5.2	19.4				2.0		31.9				
Green Ext Time (p_c), s	0.4	1.2				18.3		2.1				

Intersection Summary		
HCM 6th Ctrl Delay		19.9
HCM 6th LOS		B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
18: MacArthur Boulevard & I-405 NB Ramps

06/01/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	347	460	2056	690	534	1524
Future Volume (veh/h)	347	460	2056	690	534	1524
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1673	1673	1673	1673	1673	1673
Adj Flow Rate, veh/h	361	479	2142	719	556	1588
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	636	513	2405	1043	649	3966
Arrive On Green	0.21	0.21	0.56	0.56	0.21	0.69
Sat Flow, veh/h	3092	2496	5991	2496	3092	5991
Grp Volume(v), veh/h	361	479	2142	719	556	1588
Grp Sat Flow(s),veh/h/ln	1546	1248	1439	1248	1546	1439
Q Serve(g_s), s	9.5	17.0	29.5	18.7	15.6	10.7
Cycle Q Clear(g_c), s	9.5	17.0	29.5	18.7	15.6	10.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	636	513	2405	1043	649	3966
V/C Ratio(X)	0.57	0.93	0.89	0.69	0.86	0.40
Avail Cap(c_a), veh/h	636	513	2405	1043	684	3966
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.50	0.50	1.00	1.00
Uniform Delay (d), s/veh	32.2	35.1	18.2	15.8	34.2	6.0
Incr Delay (d2), s/veh	1.2	24.3	2.9	1.9	10.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	6.6	6.9	4.1	6.3	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.3	59.5	21.1	17.7	44.3	6.3
LnGrp LOS	C	E	C	B	D	A
Approach Vol, veh/h	840		2861			2144
Approach Delay, s/veh	48.3		20.2			16.2
Approach LOS	D		C			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	24.4	43.1				67.5	22.5
Change Period (Y+Rc), s	5.5	* 5.5				5.5	4.0
Max Green Setting (Gmax), s	19.9	* 38				62.0	18.5
Max Q Clear Time (g_c+I1), s	17.6	31.5				12.7	19.0
Green Ext Time (p_c), s	0.5	5.7				15.3	0.0

Intersection Summary			
HCM 6th Ctrl Delay			22.8
HCM 6th LOS			C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
19: MacArthur Boulevard & I-405 SB Ramps

06/01/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	548	110	558	0	2145	564	457	1114	203
Future Volume (veh/h)	0	0	0	548	110	558	0	2145	564	457	1114	203
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1673	1673	1673	0	1673	1673	1673	1673	1673
Adj Flow Rate, veh/h				565	113	0	0	2211	581	471	1148	209
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	0	2	2	2	2	2
Cap, veh/h				626	339		0	2456	892	631	3983	981
Arrive On Green				0.20	0.20	0.00	0.00	0.43	0.43	0.41	1.00	1.00
Sat Flow, veh/h				3092	1673	1418	0	5991	1418	3092	5757	1418
Grp Volume(v), veh/h				565	113	0	0	2211	581	471	1148	209
Grp Sat Flow(s),veh/h/ln				1546	1673	1418	0	1439	1418	1546	1439	1418
Q Serve(g_s), s				16.0	5.2	0.0	0.0	32.2	0.0	11.7	0.0	0.0
Cycle Q Clear(g_c), s				16.0	5.2	0.0	0.0	32.2	0.0	11.7	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				626	339		0	2456	892	631	3983	981
V/C Ratio(X)				0.90	0.33		0.00	0.90	0.65	0.75	0.29	0.21
Avail Cap(c_a), veh/h				639	346		0	2456	892	631	3983	981
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	0.00	0.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh				35.0	30.7	0.0	0.0	24.0	5.4	24.7	0.0	0.0
Incr Delay (d2), s/veh				15.9	0.6	0.0	0.0	5.8	3.7	4.4	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.0	2.0	0.0	0.0	10.4	3.9	3.6	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				50.9	31.3	0.0	0.0	29.9	9.0	29.0	0.2	0.4
LnGrp LOS				D	C		A	C	A	C	A	A
Approach Vol, veh/h					678	A		2792			1828	
Approach Delay, s/veh					47.6			25.5			7.6	
Approach LOS					D			C			A	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	23.9	43.9				67.8		22.2				
Change Period (Y+Rc), s	5.5	5.5				5.5		4.0				
Max Green Setting (Gmax), s	18.0	38.4				61.9		18.6				
Max Q Clear Time (g_c+I1), s	13.7	34.2				2.0		18.0				
Green Ext Time (p_c), s	0.7	3.9				10.5		0.2				

Intersection Summary			
HCM 6th Ctrl Delay			22.2
HCM 6th LOS			C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
18: MacArthur Boulevard & I-405 NB Ramps

06/04/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	899	1203	1920	456	167	1513	
Future Volume (veh/h)	899	1203	1920	456	167	1513	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1673	1673	1673	1673	1673	1673	
Adj Flow Rate, veh/h	946	1266	2021	480	176	1593	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	1305	1053	2147	931	201	2781	
Arrive On Green	0.42	0.42	0.75	0.75	0.06	0.48	
Sat Flow, veh/h	3092	2496	5991	2496	3092	5991	
Grp Volume(v), veh/h	946	1266	2021	480	176	1593	
Grp Sat Flow(s),veh/h/ln	1546	1248	1439	1248	1546	1439	
Q Serve(g_s), s	25.5	42.2	29.9	7.9	5.6	19.8	
Cycle Q Clear(g_c), s	25.5	42.2	29.9	7.9	5.6	19.8	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1305	1053	2147	931	201	2781	
V/C Ratio(X)	0.73	1.20	0.94	0.52	0.88	0.57	
Avail Cap(c_a), veh/h	1305	1053	2147	931	201	2781	
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.49	0.49	1.00	1.00	
Uniform Delay (d), s/veh	24.1	28.9	11.8	9.0	46.3	18.5	
Incr Delay (d2), s/veh	2.0	100.1	5.5	1.0	32.2	0.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	8.9	26.0	4.1	1.6	3.0	6.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	26.1	129.0	17.2	10.0	78.6	19.3	
LnGrp LOS	C	F	B	A	E	B	
Approach Vol, veh/h	2212		2501			1769	
Approach Delay, s/veh	85.0		15.8			25.2	
Approach LOS	F		B			C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.0	42.8				53.8	46.2
Change Period (Y+Rc), s	4.5	5.5				5.5	4.0
Max Green Setting (Gmax), s	6.5	37.3				48.3	42.2
Max Q Clear Time (g_c+I1), s	7.6	31.9				21.8	44.2
Green Ext Time (p_c), s	0.0	4.8				12.3	0.0

Intersection Summary		
HCM 6th Ctrl Delay	42.0	
HCM 6th LOS	D	

HCM 6th Signalized Intersection Summary
19: MacArthur Boulevard & I-405 SB Ramps

06/04/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1123	151	866	0	1340	454	183	1863	419
Future Volume (veh/h)	0	0	0	1123	151	866	0	1340	454	183	1863	419
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1673	1673	1673	0	1673	1673	1673	1673	1673
Adj Flow Rate, veh/h				1182	159	0	0	1411	478	193	1961	441
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	0	2	2	2	2	2
Cap, veh/h				1229	665		0	1554	947	564	2922	720
Arrive On Green				0.40	0.40	0.00	0.00	0.27	0.27	0.37	1.00	1.00
Sat Flow, veh/h				3092	1673	1418	0	5991	1418	3092	5757	1418
Grp Volume(v), veh/h				1182	159	0	0	1411	478	193	1961	441
Grp Sat Flow(s),veh/h/ln				1546	1673	1418	0	1439	1418	1546	1439	1418
Q Serve(g_s), s				37.3	6.3	0.0	0.0	23.7	0.0	4.5	0.0	0.0
Cycle Q Clear(g_c), s				37.3	6.3	0.0	0.0	23.7	0.0	4.5	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				1229	665		0	1554	947	564	2922	720
V/C Ratio(X)				0.96	0.24		0.00	0.91	0.50	0.34	0.67	0.61
Avail Cap(c_a), veh/h				1237	669		0	1554	947	564	2922	720
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	0.00	0.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh				29.4	20.1	0.0	0.0	35.3	4.3	27.4	0.0	0.0
Incr Delay (d2), s/veh				17.2	0.2	0.0	0.0	9.3	1.9	0.3	0.9	2.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				15.5	2.3	0.0	0.0	8.7	2.7	1.5	0.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.6	20.2	0.0	0.0	44.6	6.2	27.6	0.9	2.8
LnGrp LOS				D	C		A	D	A	C	A	A
Approach Vol, veh/h					1341	A		1889			2595	
Approach Delay, s/veh					43.4			34.9			3.2	
Approach LOS					D			C			A	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	23.8	32.5				56.3		43.7				
Change Period (Y+Rc), s	5.5	5.5				5.5		4.0				
Max Green Setting (Gmax), s	18.0	27.0				50.5		40.0				
Max Q Clear Time (g_c+I1), s	6.5	25.7				2.0		39.3				
Green Ext Time (p_c), s	0.4	1.1				25.8		0.5				

Intersection Summary		
HCM 6th Ctrl Delay	22.8	
HCM 6th LOS	C	

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
18: MacArthur Boulevard & I-405 NB Ramps

06/04/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	442	472	2378	849	577	1784	
Future Volume (veh/h)	442	472	2378	849	577	1784	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1673	1673	1673	1673	1673	1673	
Adj Flow Rate, veh/h	465	497	2503	894	607	1878	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	534	431	2748	1191	661	4266	
Arrive On Green	0.17	0.17	0.95	0.95	0.21	0.74	
Sat Flow, veh/h	3092	2496	5991	2496	3092	5991	
Grp Volume(v), veh/h	465	497	2503	894	607	1878	
Grp Sat Flow(s),veh/h/ln	1546	1248	1439	1248	1546	1439	
Q Serve(g_s), s	16.1	19.0	16.7	6.3	21.1	13.8	
Cycle Q Clear(g_c), s	16.1	19.0	16.7	6.3	21.1	13.8	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	534	431	2748	1191	661	4266	
V/C Ratio(X)	0.87	1.15	0.91	0.75	0.92	0.44	
Avail Cap(c_a), veh/h	534	431	2748	1191	689	4266	
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.34	0.34	1.00	1.00	
Uniform Delay (d), s/veh	44.3	45.5	1.7	1.5	42.3	5.5	
Incr Delay (d2), s/veh	14.5	92.2	2.2	1.5	17.1	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	7.0	11.2	1.1	0.7	9.2	3.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	58.8	137.7	3.8	3.0	59.4	5.8	
LnGrp LOS	E	F	A	A	E	A	
Approach Vol, veh/h	962		3397			2485	
Approach Delay, s/veh	99.6		3.6			18.9	
Approach LOS	F		A			B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	29.0	58.0				87.0	23.0
Change Period (Y+Rc), s	5.5	* 5.5				5.5	4.0
Max Green Setting (Gmax), s	24.5	* 53				81.5	19.0
Max Q Clear Time (g_c+I1), s	23.1	18.7				15.8	21.0
Green Ext Time (p_c), s	0.4	29.1				22.1	0.0

Intersection Summary		
HCM 6th Ctrl Delay		22.7
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
19: MacArthur Boulevard & I-405 SB Ramps

06/04/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	658	141	582	0	2572	714	488	1435	213
Future Volume (veh/h)	0	0	0	658	141	582	0	2572	714	488	1435	213
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1673	1673	1673	0	1673	1673	1673	1673	1673
Adj Flow Rate, veh/h				693	148	0	0	2707	752	514	1511	224
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	0	2	2	2	2	2
Cap, veh/h				675	365		0	2748	986	520	4004	986
Arrive On Green				0.22	0.22	0.00	0.00	0.48	0.48	0.34	1.00	1.00
Sat Flow, veh/h				3092	1673	1418	0	5991	1418	3092	5757	1418
Grp Volume(v), veh/h				693	148	0	0	2707	752	514	1511	224
Grp Sat Flow(s),veh/h/ln				1546	1673	1418	0	1439	1418	1546	1439	1418
Q Serve(g_s), s				24.0	8.3	0.0	0.0	51.0	3.1	18.2	0.0	0.0
Cycle Q Clear(g_c), s				24.0	8.3	0.0	0.0	51.0	3.1	18.2	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				675	365		0	2748	986	520	4004	986
V/C Ratio(X)				1.03	0.41		0.00	0.99	0.76	0.99	0.38	0.23
Avail Cap(c_a), veh/h				675	365		0	2748	986	520	4004	986
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	0.00	0.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh				43.0	36.9	0.0	0.0	28.4	5.6	36.4	0.0	0.0
Incr Delay (d2), s/veh				41.8	0.7	0.0	0.0	14.0	5.6	32.9	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				12.7	3.4	0.0	0.0	18.2	6.5	7.5	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				84.8	37.6	0.0	0.0	42.4	11.1	69.3	0.2	0.4
LnGrp LOS				F	D		A	D	B	E	A	A
Approach Vol, veh/h					841	A		3459			2249	
Approach Delay, s/veh					76.5			35.6			16.0	
Approach LOS					E			D			B	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	24.0	58.0				82.0		28.0				
Change Period (Y+Rc), s	5.5	5.5				5.5		4.0				
Max Green Setting (Gmax), s	18.5	52.5				76.5		24.0				
Max Q Clear Time (g_c+I1), s	20.2	53.0				2.0		26.0				
Green Ext Time (p_c), s	0.0	0.0				16.7		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		34.1
HCM 6th LOS		C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
18: MacArthur Boulevard & I-405 NB Ramps

06/04/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	904	1203	1925	470	167	1515	
Future Volume (veh/h)	904	1203	1925	470	167	1515	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1673	1673	1673	1673	1673	1673	
Adj Flow Rate, veh/h	952	1266	2026	495	176	1595	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	1305	1053	2147	931	201	2781	
Arrive On Green	0.42	0.42	0.75	0.75	0.06	0.48	
Sat Flow, veh/h	3092	2496	5991	2496	3092	5991	
Grp Volume(v), veh/h	952	1266	2026	495	176	1595	
Grp Sat Flow(s),veh/h/ln	1546	1248	1439	1248	1546	1439	
Q Serve(g_s), s	25.7	42.2	30.2	8.3	5.6	19.8	
Cycle Q Clear(g_c), s	25.7	42.2	30.2	8.3	5.6	19.8	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1305	1053	2147	931	201	2781	
V/C Ratio(X)	0.73	1.20	0.94	0.53	0.88	0.57	
Avail Cap(c_a), veh/h	1305	1053	2147	931	201	2781	
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.47	0.47	1.00	1.00	
Uniform Delay (d), s/veh	24.1	28.9	11.8	9.0	46.3	18.5	
Incr Delay (d2), s/veh	2.1	100.1	5.4	1.0	32.2	0.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	9.0	26.0	4.1	1.6	3.0	6.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	26.2	129.0	17.2	10.0	78.6	19.4	
LnGrp LOS	C	F	B	B	E	B	
Approach Vol, veh/h	2218		2521			1771	
Approach Delay, s/veh	84.9		15.8			25.2	
Approach LOS	F		B			C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.0	42.8				53.8	46.2
Change Period (Y+Rc), s	4.5	5.5				5.5	4.0
Max Green Setting (Gmax), s	6.5	37.3				48.3	42.2
Max Q Clear Time (g_c+I1), s	7.6	32.2				21.8	44.2
Green Ext Time (p_c), s	0.0	4.6				12.3	0.0

Intersection Summary		
HCM 6th Ctrl Delay		41.9
HCM 6th LOS		D

HCM 6th Signalized Intersection Summary
19: MacArthur Boulevard & I-405 SB Ramps

06/04/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1127	151	866	0	1359	468	183	1870	419
Future Volume (veh/h)	0	0	0	1127	151	866	0	1359	468	183	1870	419
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1673	1673	1673	0	1673	1673	1673	1673	1673
Adj Flow Rate, veh/h				1186	159	0	0	1431	493	193	1968	441
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	0	2	2	2	2	2
Cap, veh/h				1231	666		0	1554	947	562	2918	719
Arrive On Green				0.40	0.40	0.00	0.00	0.27	0.27	0.36	1.00	1.00
Sat Flow, veh/h				3092	1673	1418	0	5991	1418	3092	5757	1418
Grp Volume(v), veh/h				1186	159	0	0	1431	493	193	1968	441
Grp Sat Flow(s),veh/h/ln				1546	1673	1418	0	1439	1418	1546	1439	1418
Q Serve(g_s), s				37.5	6.3	0.0	0.0	24.1	0.0	4.5	0.0	0.0
Cycle Q Clear(g_c), s				37.5	6.3	0.0	0.0	24.1	0.0	4.5	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				1231	666		0	1554	947	562	2918	719
V/C Ratio(X)				0.96	0.24		0.00	0.92	0.52	0.34	0.67	0.61
Avail Cap(c_a), veh/h				1237	669		0	1554	947	562	2918	719
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	0.00	0.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh				29.4	20.0	0.0	0.0	35.5	4.3	27.5	0.0	0.0
Incr Delay (d2), s/veh				17.5	0.2	0.0	0.0	10.4	2.0	0.3	0.9	2.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				15.6	2.3	0.0	0.0	9.0	2.8	1.5	0.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				46.9	20.2	0.0	0.0	45.9	6.3	27.7	0.9	2.9
LnGrp LOS				D	C		A	D	A	C	A	A
Approach Vol, veh/h					1345	A		1924			2602	
Approach Delay, s/veh					43.7			35.7			3.2	
Approach LOS					D			D			A	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	23.7	32.5				56.2		43.8				
Change Period (Y+Rc), s	5.5	5.5				5.5		4.0				
Max Green Setting (Gmax), s	18.0	27.0				50.5		40.0				
Max Q Clear Time (g_c+I1), s	6.5	26.1				2.0		39.5				
Green Ext Time (p_c), s	0.4	0.7				26.0		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		23.2
HCM 6th LOS		C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
18: MacArthur Boulevard & I-405 NB Ramps

06/04/2018

Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	448	472	2380	854	577	1786	
Future Volume (veh/h)	448	472	2380	854	577	1786	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1673	1673	1673	1673	1673	1673	
Adj Flow Rate, veh/h	472	497	2505	899	607	1880	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	534	431	2748	1191	661	4266	
Arrive On Green	0.17	0.17	0.95	0.95	0.21	0.74	
Sat Flow, veh/h	3092	2496	5991	2496	3092	5991	
Grp Volume(v), veh/h	472	497	2505	899	607	1880	
Grp Sat Flow(s),veh/h/ln	1546	1248	1439	1248	1546	1439	
Q Serve(g_s), s	16.4	19.0	16.8	6.4	21.1	13.8	
Cycle Q Clear(g_c), s	16.4	19.0	16.8	6.4	21.1	13.8	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	534	431	2748	1191	661	4266	
V/C Ratio(X)	0.88	1.15	0.91	0.75	0.92	0.44	
Avail Cap(c_a), veh/h	534	431	2748	1191	689	4266	
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.34	0.34	1.00	1.00	
Uniform Delay (d), s/veh	44.4	45.5	1.7	1.5	42.3	5.5	
Incr Delay (d2), s/veh	16.0	92.2	2.2	1.6	17.1	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	7.2	11.2	1.1	0.7	9.2	3.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	60.5	137.7	3.9	3.0	59.4	5.8	
LnGrp LOS	E	F	A	A	E	A	
Approach Vol, veh/h	969		3404			2487	
Approach Delay, s/veh	100.1		3.6			18.9	
Approach LOS	F		A			B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	29.0	58.0				87.0	23.0
Change Period (Y+Rc), s	5.5	* 5.5				5.5	4.0
Max Green Setting (Gmax), s	24.5	* 53				81.5	19.0
Max Q Clear Time (g_c+I1), s	23.1	18.8				15.8	21.0
Green Ext Time (p_c), s	0.4	29.1				22.1	0.0

Intersection Summary		
HCM 6th Ctrl Delay		22.8
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
19: MacArthur Boulevard & I-405 SB Ramps

06/04/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	664	141	582	0	2579	719	488	1443	213
Future Volume (veh/h)	0	0	0	664	141	582	0	2579	719	488	1443	213
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1673	1673	1673	0	1673	1673	1673	1673	1673
Adj Flow Rate, veh/h				699	148	0	0	2715	757	514	1519	224
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	0	2	2	2	2	2
Cap, veh/h				675	365		0	2748	986	520	4004	986
Arrive On Green				0.22	0.22	0.00	0.00	0.48	0.48	0.34	1.00	1.00
Sat Flow, veh/h				3092	1673	1418	0	5991	1418	3092	5757	1418
Grp Volume(v), veh/h				699	148	0	0	2715	757	514	1519	224
Grp Sat Flow(s),veh/h/ln				1546	1673	1418	0	1439	1418	1546	1439	1418
Q Serve(g_s), s				24.0	8.3	0.0	0.0	51.3	3.5	18.2	0.0	0.0
Cycle Q Clear(g_c), s				24.0	8.3	0.0	0.0	51.3	3.5	18.2	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h				675	365		0	2748	986	520	4004	986
V/C Ratio(X)				1.04	0.41		0.00	0.99	0.77	0.99	0.38	0.23
Avail Cap(c_a), veh/h				675	365		0	2748	986	520	4004	986
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)				1.00	1.00	0.00	0.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh				43.0	36.9	0.0	0.0	28.4	5.6	36.4	0.0	0.0
Incr Delay (d2), s/veh				44.3	0.7	0.0	0.0	14.6	5.7	32.9	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				12.9	3.4	0.0	0.0	18.4	6.6	7.5	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				87.3	37.6	0.0	0.0	43.1	11.3	69.3	0.2	0.4
LnGrp LOS				F	D		A	D	B	E	A	A
Approach Vol, veh/h					847	A		3472			2257	
Approach Delay, s/veh					78.6			36.1			16.0	
Approach LOS					E			D			B	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	24.0	58.0				82.0		28.0				
Change Period (Y+Rc), s	5.5	5.5				5.5		4.0				
Max Green Setting (Gmax), s	18.5	52.5				76.5		24.0				
Max Q Clear Time (g_c+I1), s	20.2	53.3				2.0		26.0				
Green Ext Time (p_c), s	0.0	0.0				16.9		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		34.7
HCM 6th LOS		C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX D

APPROVED AND CUMULATIVE PROJECTS INFORMATION

LSA

City of Irvine Cumulative Projects Trip Generation

Projects[1]	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Approved/Pending Projects Trip Generation							
1. Landmark (386 Hotel Rooms, 448.2 TSF Office, 13.665 TSF Restaurant)	8,488	685	167	852	287	627	914
2. Trilogy Gardens (876 Residential DU)	5,826	88	359	447	351	192	543
3. Elements (1,600 Residential DU and 17 TSF Retail)	11,366	170	662	832	670	385	1,055
4. Hampton Inn (164 Extended-Stay Hotel Rooms)[2]	804	34	28	62	30	36	66
5. Milani Apartments (287 Apartment DU)	1,909	29	117	146	116	62	178
6. Hensel Phelps (3.5 TSF Office)	39	5	1	6	1	4	5
7. The Boardwalk (545.385 TSF Office)	4,765	654	89	743	117	572	689
8. 2722 Michelson (154.176 TSF Office)[3]	1,824	242	33	275	42	206	248
9. Central Park West (Master Plan Revision)	4,010	61	247	308	241	133	374
10. 17822 Gillette (137 Residential DU)	796	10	51	61	48	23	71
11. 17811-17817 Gillette (44 Residential DU)	256	3	16	19	15	8	23
12. 17832-17840 Gillette (326 Residential DU)	2,168	33	134	167	130	72	202
13. 17821 Gillette (41 Residential DU)	238	3	15	18	14	7	21
14. 2055 Main Apartments (178 Apartment DU)	1,184	18	73	91	71	39	110
15. 17850 Von Karman Office (242.497 TSF Office)[5]	2,675	333	45	378	61	300	361
16. 17861 Cartwright (45 Residential DU)	261	3	17	20	16	8	24
17. 2525 Main Apartments Phases I and II (272 Apartment DU)	1,809	27	112	139	109	60	169
18. 2525 Main Apartments Phase III (150 Apartment DU)	998	15	62	77	60	33	93
19. 2652 White Hotel (165 Extended-Stay Hotel Rooms)	809	35	28	63	30	36	66
20. 2772 Main and 2699 & 2719 White (388 Residential DU)	2,580	40	158	198	156	85	241
21. 1400 Reynolds (39.204 TSF Medical Office)	441	23	6	29	12	32	44
22. Derian Apartments (80 Apartment DU)	532	8	33	41	32	18	50
23. Pistoia Apartments (371 Apartment DU)	2,467	37	152	189	148	82	230
24. 2602 McGaw (120 Residential DU)	697	8	44	52	42	20	62
25. 360 Fusion (280 Apartment DU)	1,862	29	114	143	113	61	174
26. 2152 Alton (264 Apartment DU and 93 Condominium DU)	2,296	34	142	176	138	74	212
27. Kilroy Residential (363 Apartment DU and 71 Condominium DU)	2,827	42	174	216	171	91	262
28. Diamond Jamboree Parcel 3 (25 TSF Restaurant/Retail)	2,651	116	93	209	122	86	208
29. 1660 Barranca Hotel (208 Extended-Stay Hotel Rooms)	1,019	44	35	79	37	46	83
30. 16542 Millikan (209 Residential DU)	1,390	21	86	107	84	46	130
Total	**68,987**	**2,850**	**3,293**	**6,143**	**3,464**	**3,444**	**6,908**

[1] Trip generation obtained from studies prepared by LSA and approved by the City of Irvine.

[2] Trip generation from the 2182 & 2192 Dupont Drive Traffic Impact Analysis (RBF Consulting, 2014).

[3] Trip generation from Building Repurpose 2722 Michelson Drive Site Access Analysis (Pirzadeh & Associates, Inc., 2017).

[5] Trip generation from the Limited Scope Traffic Impact Analysis for 17850 Von Karman Avenue (Urban Systems Associates, Inc., 2016).

ADT = average daily trips

DU = dwelling units

TSF = thousand square feet

LSA

City of Newport Beach Pending Projects Trip Generation

Projects[1]	ADT	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1. Residences at Koll Center Newport	1,207	36	113	149	94	57	151
2. Newport Coast[2]	14,778	413	932	1,345	926	557	1,483
3. Newport Village	8,591	200	128	328	286	267	553
4. ExplorOcean	No trips within the project study area						
5. Mariner Square	No additional trips						
6. Harbor Pointe Senior Living	No additional trips						
Total	**24,576**	**649**	**1,173**	**1,822**	**1,306**	**881**	**2,187**

[1] Trip generation obtained from the City of Newport Beach.

[2] Trip generation assumes State Park exists and 70 percent of the Residential DU are built.

ADT = average daily trips

DU = dwelling units

TSF = thousand square feet

Traffic Phasing Data
Projects Less than 100% Complete

Project Number	Project Name	Percent Completed
148	FASHION ISLAND EXPANSION	40
154	TEMPLE BAT YAHM EXPANSION	65
910	NEWPORT DUNES	0
945	HOAG HOSPITAL PHASE III	0
949	ST. MARK PRESBYTERIAN CHURCH	77
955	2300 NEWPORT BLVD	0
958	HOAG HEALTH CENTER	95
959	NORTH NEWPORT CENTER	0
962	328 OLD NEWPORT MEDICAL OFFICE GPA	0
965	MARINER'S POINTE 23,015 SQ FT COMMERCIAL CENTER	43
967	SAN JOAQUIN HILLS PLZA RESIDENTIAL	0
968	UPTOWN NEWPORT (PHASE 2)	0
969	UPTOWN NEWPORT (PHASE 1)	0
971	BACK BAY LANDING 300 ECH	0
972	WESTCLIFF DRIVE MEDICAL PLAZA	0
973	LIDO HOUSE HOTEL TRAFFIC IMPACT ANALYSIS	0
974	NEWPORT EXECUTIVE CTR	0
975	EBB TIDE RESIDENTIAL	0
976	ENC PRE-SCHOOL	0
977	BALBOA MARINA WEST	0

Approved Projects 80% Volume Summary Intersection Report

Intersection (4103 ::: IRVINE AVE / MESA DR)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	24	32	0	5	0	4	20	0	32	0	0	0	0	5	0	0
PM	44	14	0	27	0	33	11	0	14	0	0	0	0	27	0	0

Intersection (4155 ::: IRVINE AVE / CAMPUS DR BRISTOL ST)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	4	32	20	0	0	0	4	0	32	0	0	20	0	0	0	0
PM	33	14	11	0	0	0	33	0	14	0	0	11	0	0	0	0

Intersection (4160 ::: BRISTOL ST / BIRCH ST)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	21	59	20	0	0	12	9	0	59	0	0	0	20	0	0	0
PM	109	31	47	0	0	59	50	0	31	0	0	36	11	0	0	0

Intersection (4167 ::: BRISTOL ST / BAYVIEW PL)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	0	0	54	0	0	0	0	0	0	0	0	54	0	0	0	0
PM	0	0	182	0	0	0	0	0	0	0	0	182	0	0	0	0

Approved Projects 80% Volume Summary Intersection Report

Intersection (4170 ::: JAMBOREE RD / BRISTOL ST)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	97	124	118	0	0	97	0	0	124	0	30	3	85	0	0	0
PM	194	71	280	0	0	194	0	0	71	0	174	13	93	0	0	0

Intersection (4172 ::: CAMPUS DR / BRISTOL ST N)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	0	0	0	161	0	0	0	0	0	0	0	0	0	32	129	0
PM	0	0	0	100	0	0	0	0	0	0	0	0	0	14	86	0

Intersection (4175 ::: BRISTOL ST N / BIRCH ST)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	12	24	0	190	5	7	0	0	24	0	0	0	0	34	156	0
PM	60	13	0	98	27	33	0	0	13	0	0	0	0	18	80	0

Intersection (4190 ::: JAMBOREE RD / BRISTOL ST N)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	104	285	0	0	21	66	17	0	124	161	0	0	0	0	0	0
PM	338	153	0	0	13	295	30	0	71	82	0	0	0	0	0	0

Approved Projects 80% Volume Summary Intersection Report

Intersection (4275 ::: JAMBOREE RD / MACARTHUR BLVD)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	16	35	66	385	0	7	9	10	16	9	5	61	0	74	275	36
PM	96	52	293	195	0	17	79	40	5	7	8	285	0	33	140	22

Intersection (4285 ::: MACARTHUR BLVD / NEWPORT PLACE DR VON KARMAN AVE)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	47	35	0	0	0	47	0	0	35	0	0	0	0	0	0	0
PM	46	52	0	0	0	46	0	0	52	0	0	0	0	0	0	0

Intersection (4295 ::: BIRCH ST / MACARTHUR BLVD)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	47	50	7	51	0	47	0	5	35	10	3	4	0	0	15	36
PM	46	94	33	24	0	46	0	38	51	5	13	20	0	0	8	16

Intersection (4300 ::: CAMPUS DR / MACARTHUR BLVD)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	85	51	0	13	0	85	0	3	48	0	0	0	0	0	0	13
PM	75	106	0	7	0	75	0	14	92	0	0	0	0	0	0	7

Approved Projects 80% Volume Summary Intersection Report

Intersection (4302 ::: CAMPUS DR / VON KARMAN AVE)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	8	5	3	37	0	8	0	5	0	0	0	3	0	0	13	24
PM	3	33	14	20	0	3	0	25	8	0	0	14	0	0	7	13

Intersection (4305 ::: JAMBOREE RD / CAMPUS DR)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	237	60	8	2	36	189	12	0	60	0	0	0	8	2	0	0
PM	134	204	40	12	20	108	6	0	204	0	0	0	40	12	0	0

Intersection (4308 ::: BIRCH ST / JAMBOREE RD)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	195	68	40	0	0	195	0	0	68	0	40	0	0	0	0	0
PM	120	256	13	0	0	120	0	0	214	42	13	0	0	0	0	0

Intersection (4765 ::: JAMBOREE RD / EASTBLUFF DR / UNIVERSITY DR)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	85	204	0	0	0	81	4	0	204	0	0	0	0	0	0	0
PM	213	137	0	7	0	206	7	0	137	0	0	0	0	7	0	0

Approved Projects 80% Volume Summary Intersection Report

Intersection (4768 ::: JAMBOREE RD / BAYVIEW WAY)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	31	104	0	0	0	31	0	0	104	0	0	0	0	0	0	0
PM	112	48	0	0	0	112	0	0	48	0	0	0	0	0	0	0

LSA

Cumulative Project Trip Assignment - AM Peak Hour

1 MacArthur Boulevard/Campus Drive

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	85	0	3	48	0	0	0	0	0	0	13	**149**
Residences at Koll Center	0	23	0	0	7	0	0	0	0	0	0	0	**30**
Newport Coast	0	93	0	0	41	0	0	0	0	0	0	0	**134**
Newport Village (Residential)		7			2								**9**
Newport Village (Retail)		4			9								**13**
Newport Cumulative Projects	0	127	0	0	59	0	0	0	0	0	0	0	**186**
1. Landmark (386 Hotel Rooms, 448.2 T		82					178			17	12	23	**312**
2. Trilogy Gardens (876 Residential DU)			9	4				22		32	91	36	**194**
3. Elements (1,600 Residential DU and 17 TSF Retail)				9				36			139	33	**217**
4. Hampton Inn (164 Extended-Stay Ho		2		2	1		2						**7**
5. Milani Apartments (287 Apartment DU)			0					7		1	29		**37**
6. Hensel Phelps (3.5 TSF Office)								1			0		**1**
7. The Boardwalk (545.385 TSF Office)								52			2		**54**
8. 2722 Michelson (154.176 TSF Office)								19			1		**20**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthu		4		6	9	6	3					3	**31**
Irvine Cumulative (N of 405. Von Karman)								1			3		**4**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)													**0**
Irvine Cumulative Projects	0	88	9	21	10	6	183	138	0	50	277	95	**877**
TOTAL	0	300	9	24	117	6	183	138	0	50	277	108	**1212**

2 Campus Drive/Bristol Street North

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	0	0	0	0	0	0	0	0	0	32	129	**161**
Residences at Koll Center	0	3	0	0	4	0	0	0	0	0	23	0	**30**
Newport Coast	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Newport Village (Residential)													**0**
Newport Village (Retail)													**0**
Newport Cumulative Projects	0	3	0	0	4	0	0	0	0	0	23	0	**30**
1. Landmark (386 Hotel Rooms, 448.2 T		82			20	3							**105**
2. Trilogy Gardens (876 Residential DU)		11			11	36							**58**
3. Elements (1,600 Residential DU and		29			86	26							**141**
4. Hampton Inn (164 Extended-Stay Ho		2			1	1							**4**
5. Milani Apartments (287 Apartment D		4			15	11							**30**
6. Hensel Phelps (3.5 TSF Office)		1			0	0							**1**
7. The Boardwalk (545.385 TSF Office)		46			1	1							**48**
8. 2722 Michelson (154.176 TSF Office)		17			0	0							**17**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)		3			6								**9**
Irvine Cumulative Projects	0	195	0	0	140	78	0	0	0	0	0	0	**413**
TOTAL	0	198	0	0	144	78	0	0	0	0	55	129	**604**

LSA

Cumulative Project Trip Assignment - AM Peak Hour

3 Campus Drive-Irvine Avenue/Bristol Street South

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	0	4	0	32	0	0	20	0	0	0	0	**56**
Residences at Koll Center	0	1	0	0	4	0	1	0	0	0	0	0	**6**
Newport Coast	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Newport Village (Residential)													**0**
Newport Village (Retail)													**0**
Newport Cumulative Projects	0	1	0	0	4	0	1	0	0	0	0	0	**6**
1. Landmark (386 Hotel Rooms, 448.2 T		34			8		48						**90**
2. Trilogy Gardens (876 Residential DU)		3			11		9						**23**
3. Elements (1,600 Residential DU and		22			86		7						**115**
4. Hampton Inn (164 Extended-Stay Ho		2			1		0						**3**
5. Milani Apartments (287 Apartment D		1			15		2						**18**
6. Hensel Phelps (3.5 TSF Office)		0			0		0						**0**
7. The Boardwalk (545.385 TSF Office)		20		3	1		26						**50**
8. 2722 Michelson (154.176 TSF Office)		7		1	0		10						**18**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)													**0**
Irvine Cumulative Projects	0	89	0	4	122	0	102	0	0	0	0	0	**317**
TOTAL	0	90	4	4	158	0	103	20	0	0	0	0	**379**

4 Irvine Avenue/Mesa Drive

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	4	20	0	32	0	0	0	0	5	0	0	**61**
Residences at Koll Center	0	1	1	0	4	0	0	0	0	2	0	0	**8**
Newport Coast	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Newport Village (Residential)													**0**
Newport Village (Retail)													**0**
Newport Cumulative Projects	0	1	1	0	4	0	0	0	0	2	0	0	**8**
1. Landmark (386 Hotel Rooms, 448.2 T		21			5	3	14						**43**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and		3			13	7	2						**25**
4. Hampton Inn (164 Extended-Stay Ho		0			1	1	1						**3**
5. Milani Apartments (287 Apartment D		1			5	1	0						**7**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)		13					7						**20**
8. 2722 Michelson (154.176 TSF Office)		5					2						**7**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)													**0**
Irvine Cumulative Projects	0	43	0	0	24	12	26	0	0	0	0	0	**105**
TOTAL	0	48	21	0	60	12	26	0	0	7	0	0	**174**

LSA

Cumulative Project Trip Assignment - AM Peak Hour

5 MacArthur Boulevard/Birch Street

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	47	0	5	35	10	3	4	0	0	15	36	**155**
Residences at Koll Center	0	0	0	7	0	0	0	3	0	0	18	23	**51**
Newport Coast	0	93	0	0	41	0	0	0	0	0	0	0	**134**
Newport Village (Residential)		7			2								**9**
Newport Village (Retail)		4			9								**13**
Newport Cumulative Projects	0	104	0	7	52	0	0	3	0	0	18	23	**207**
1. Landmark (386 Hotel Rooms, 448.2 T		55		2	13	3	14					7	**94**
2. Trilogy Gardens (876 Residential DU)					22	7							**29**
3. Elements (1,600 Residential DU and 17 TSF Retail)								7			26		**33**
4. Hampton Inn (164 Extended-Stay Ho		2			1								**3**
5. Milani Apartments (287 Apartment I		0			1								**1**
6. Hensel Phelps (3.5 TSF Office)								0			0		**0**
7. The Boardwalk (545.385 TSF Office)								7			8		**15**
8. 2722 Michelson (154.176 TSF Office)								2			3		**5**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthu		4			9								**13**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)		3			6								**9**
Irvine Cumulative Projects	0	64	0	2	52	10	14	16	0	0	37	7	**202**
TOTAL	0	215	0	14	139	20	17	23	0	0	70	66	**564**

6 Birch Street/Bristol Street North

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	5	7	0	0	24	0	0	0	0	34	156	0	**226**
Residences at Koll Center	0	1	0	0	2	12	0	0	0	0	10	0	**25**
Newport Coast	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Newport Village (Residential)													**0**
Newport Village (Retail)													**0**
Newport Cumulative Projects	0	1	0	0	2	12	0	0	0	0	10	0	**25**
1. Landmark (386 Hotel Rooms, 448.2 TSF Office, 13.665 TSF Restaurant)													**0**
2. Trilogy Gardens (876 Residential DU)		2			7								**9**
3. Elements (1,600 Residential DU and 17 TSF Retail)						13						3	**16**
4. Hampton Inn (164 Extended-Stay Hotel Rooms)													**0**
5. Milani Apartments (287 Apartment DU)													**0**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)					2	3							**5**
8. 2722 Michelson (154.176 TSF Office)					1	1							**2**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)													**0**
Irvine Cumulative Projects	0	2	0	0	10	17	0	0	0	0	0	3	**32**
TOTAL	5	10	0	0	36	29	0	0	0	34	166	3	**283**

LSA

Cumulative Project Trip Assignment - AM Peak Hour

7 Birch Street/Bristol Street South

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	12	9	0	59	0	0	0	20	0	0	0	**100**
Residences at Koll Center	0	1	0	0	2	0	0	0	0	0	0	0	**3**
Newport Coast	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Newport Village (Residential)													**0**
Newport Village (Retail)													**0**
Newport Cumulative Projects	0	1	0	0	2	0	0	0	0	0	0	0	**3**
1. Landmark (386 Hotel Rooms, 448.2 TSF Office, 13.665 TSF Restaurant)													**0**
2. Trilogy Gardens (876 Residential DU)		2			7								**9**
3. Elements (1,600 Residential DU and 17 TSF Retail)													**0**
4. Hampton Inn (164 Extended-Stay Hotel Rooms)													**0**
5. Milani Apartments (287 Apartment DU)													**0**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)				2									**2**
8. 2722 Michelson (154.176 TSF Office)				1									**1**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karma		6		6	15		3						**30**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)													**0**
Irvine Cumulative Projects	0	8	0	9	22	0	3	0	0	0	0	0	**42**
TOTAL	0	21	9	9	83	0	3	0	20	0	0	0	**145**

8 Von Karman Avenue/Campus Drive

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	8	0	5	0	0	0	3	0	0	13	24	**53**
Residences at Koll Center	0	6	0	0	2	0	0	0	0	0	0	0	**8**
Newport Coast	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Newport Village (Residential)													**0**
Newport Village (Retail)													**0**
Newport Cumulative Projects	0	6	0	0	2	0	0	0	0	0	0	0	**8**
1. Landmark (386 Hotel Rooms, 448.2 TSF Office, 13.665 TSF Restaurant)								13			55		**68**
2. Trilogy Gardens (876 Resid	4			3		5		7	11		17		**47**
3. Elements (1,600 Residential DU and 17 TSF Ret		7	7					49		26	192	26	**307**
4. Hampton Inn (164 Extended-Stay Ho		1			1								**2**
5. Milani Apartments (287 Apartment I		3		1	12			6			1	0	**23**
6. Hensel Phelps (3.5 TSF Office)		1		0	0	0	1					0	**2**
7. The Boardwalk (545.385 TSF Office)		7						52			2		**61**
8. 2722 Michelson (154.176 TSF Office)		2						19			1		**22**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)		3			6								**9**
Irvine Cumulative Projects	4	17	7	11	19	5	1	146	11	26	268	26	**541**
TOTAL	4	31	7	16	21	5	1	149	11	26	281	50	**602**

LSA

Cumulative Project Trip Assignment - AM Peak Hour

9 MacArthur Boulevard/Von Karman Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	47	0	0	35	0	0	0	0	0	0	0	**82**
Residences at Koll Center	0	0	8	0	0	0	0	0	0	25	0	0	**33**
Newport Coast	0	93	0	0	41	0	0	0	0	0	0	0	**134**
Newport Village (Residential)		7			2								**9**
Newport Village (Retail)		4			9								**13**
Newport Cumulative Projects	0	104	8	0	52	0	0	0	0	25	0	0	**189**
1. Landmark (386 Hotel Rooms, 448.2 T		55			13								**68**
2. Trilogy Gardens (876 Residential DU)		5	2		22					7			**36**
3. Elements (1,600 Residential DU and 17 TSF Retail)								5			20		**25**
4. Hampton Inn (164 Extended-Stay Ho		2			1			1			1		**5**
5. Milani Apartments (287 Apartment I		0	1		1			1		6	4		**13**
6. Hensel Phelps (3.5 TSF Office)			0					0	0		0		**0**
7. The Boardwalk (545.385 TSF Office)													**0**
8. 2722 Michelson (154.176 TSF Office)													**0**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthu		4			9								**13**
Irvine Cumulative (N of 405. Von Karman)			6							15			**21**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)		3	3		6					6			**18**
Irvine Cumulative Projects	0	69	12	0	52	0	0	7	0	34	25	0	**199**
TOTAL	0	220	20	0	139	0	0	7	0	59	25	0	**470**

10 Bayview Place/Bristol Street South

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	0	0	0	0	0	0	54	0	0	0	0	**54**
Residences at Koll Center	0	0	0	0	0	0	0	6	0	0	0	0	**6**
Newport Coast	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Newport Village (Residential)													**0**
Newport Village (Retail)													**0**
Newport Cumulative Projects	0	0	0	0	0	0	0	6	0	0	0	0	**6**
1. Landmark (386 Hotel Rooms, 448.2 TSF Office, 13.665 TSF Restaurant)													**0**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and 17 TSF Retail)													**0**
4. Hampton Inn (164 Extended-Stay Hotel Rooms)													**0**
5. Milani Apartments (287 Apartment DU)													**0**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)													**0**
8. 2722 Michelson (154.176 TSF Office)													**0**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)													**0**
Irvine Cumulative Projects	0	0	0	0	0	0	0	0	0	0	0	0	**0**
TOTAL	0	0	0	0	0	0	0	60	0	0	0	0	**60**

LSA

Cumulative Project Trip Assignment - AM Peak Hour

11 Jamboree Road/Campus Drive

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	36	189	12	0	60	0	0	0	8	2	0	0	**307**
Residences at Koll Center	0	20	0	0	6	1	3	0	0	0	0	0	**30**
Newport Coast	0	93	0	0	41	0	0	0	0	0	0	0	**134**
Newport Village (Residential)		9			3								**12**
Newport Village (Retail)		4			9								**13**
Newport Cumulative Projects	0	126	0	0	59	1	3	0	0	0	0	0	**189**
1. Landmark (386 Hotel Rooms, 448.2 TSF Office, 13.665 TSF Restaurant)								12			48		**60**
2. Trilogy Gardens (876 Residential DU)						3	11	25			6		**45**
3. Elements (1,600 Residentia	4			6	2	12	15	57	10		15	1	**122**
4. Hampton Inn (164 Extended-Stay Ho	0				1			1				1	**3**
5. Milani Apartments (287 Apartment DU)								6			1		**7**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)		46		4	4						20		**74**
8. 2722 Michelson (154.176 TSF Office)		17		2	1						7		**27**
9. Central Park West (Master Plan Revis		9			49								**58**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)								3			1		**4**
Irvine Cumulative (N of 405. Jamboree)		8		6	18							3	**35**
Irvine Cumulative (N of 405. Equal)		4			9								**13**
Irvine Cumulative Projects	4	84	0	18	84	15	26	104	10	0	98	5	**448**
TOTAL	40	399	12	18	203	16	29	104	18	2	98	5	**944**

12 Jamboree Road/Birch Street

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	195	0	0	68	0	40	0	0	0	0	0	**303**
Residences at Koll Center	8	0	0	0	0	6	20	0	19	0	0	0	**53**
Newport Coast	0	93	0	0	41	0	0	0	0	0	0	0	**134**
Newport Village (Residential)		9			3								**12**
Newport Village (Retail)		4			9								**13**
Newport Cumulative Projects	8	106	0	0	53	6	20	0	19	0	0	0	**212**
1. Landmark (386 Hotel Rooms, 448.2 TSF Office, 13.665 TSF Restaurant)													**0**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residentia	3	3			13				13				**32**
4. Hampton Inn (164 Extended-Stay Ho	0				1								**1**
5. Milani Apartments (287 Apartment DU)													**0**
6. Hensel Phelps (3.5 TSF Office)		0			0			0			0		**0**
7. The Boardwalk (545.385 TSF Office)		46			4								**50**
8. 2722 Michelson (154.176 TSF Office)		17			1								**18**
9. Central Park West (Master Plan Revis		9			49								**58**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)		8			18								**26**
Irvine Cumulative (N of 405. Equal)		4			9								**13**
Irvine Cumulative Projects	3	87	0	0	95	0	0	0	13	0	0	0	**198**
TOTAL	11	388	0	0	216	6	60	0	32	0	0	0	**713**

LSA

Cumulative Project Trip Assignment - AM Peak Hour

13 Jamboree Road/MacArthur Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	7	9	10	16	9	5	61	0	74	275	36	**502**
Residences at Koll Center	5	5	0	12	6	0	0	10	15	0	3	4	**60**
Newport Coast	0	93	0	0	41	0	0	41	0	0	93	0	**268**
Newport Village (Residential)	7	9			3				2				**21**
Newport Village (Retail)	4	4			9				9				**26**
Newport Cumulative Projects	16	111	0	12	59	0	0	51	26	0	96	4	**375**
1. Landmark (386 Hotel Roor	7							12	2		48		**69**
2. Trilogy Gardens (876 Residential DU)								29			7		**36**
3. Elements (1,600 Residential DU and		7			26								**33**
4. Hampton Inn (164 Extended-Stay Ho		0			1			2			1		**4**
5. Milani Apartments (287 Apartment DU)								7			2		**9**
6. Hensel Phelps (3.5 TSF Office)								0			0		**0**
7. The Boardwalk (545.385 TSF Office)					2								**2**
8. 2722 Michelson (154.176 TSF Office)					1								**1**
9. Central Park West (Master Plan Revis		9			49								**58**
Irvine Cumulative (N of 405. MacArthur)								9			4		**13**
Irvine Cumulative (N of 405. Von Karman)								15			6		**21**
Irvine Cumulative (N of 405. Jamboree)		4		9	9							4	**26**
Irvine Cumulative (N of 405. Equal)		4			9			6			3		**22**
Irvine Cumulative Projects	7	24	0	9	97	0	0	80	2	0	71	4	**294**
TOTAL	23	142	9	31	172	9	5	192	28	74	442	44	**1171**

14 Jamboree Road/Bristol Street North

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	21	66	17	0	124	161	0	0	0	0	0	0	**389**
Residences at Koll Center	0	9	0	0	11	10	0	0	0	0	0	0	**30**
Newport Coast	0	93	0	0	41	0	0	0	0	0	0	0	**134**
Newport Village (Residential)		16			6								**22**
Newport Village (Retail)		8			18								**26**
Newport Cumulative Projects	0	126	0	0	76	10	0	0	0	0	0	0	**212**
1. Landmark (386 Hotel Rooms, 448.2 T		2			7								**9**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and		7			13	13							**33**
4. Hampton Inn (164 Extended-Stay Ho		0			1								**1**
5. Milani Apartments (287 Apartment DU)													**0**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)													**0**
8. 2722 Michelson (154.176 TSF Office)													**0**
9. Central Park West (Master Plan Revis		9			49								**58**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)		4			9								**13**
Irvine Cumulative (N of 405. Equal)		4			9								**13**
Irvine Cumulative Projects	0	26	0	0	88	13	0	0	0	0	0	0	**127**
TOTAL	21	218	17	0	288	184	0	0	0	0	0	0	**728**

LSA

Cumulative Project Trip Assignment - AM Peak Hour

15 Jamboree Road/Bristol Street South

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	97	0	0	124	0	30	3	85	0	0	0	**339**
Residences at Koll Center	0	4	0	0	11	0	6	0	0	0	0	0	**21**
Newport Coast	0	93	0	0	41	0	0	0	0	0	0	0	**134**
Newport Village (Residential)		16			6								**22**
Newport Village (Retail)		8			18								**26**
Newport Cumulative Projects	0	121	0	0	76	0	6	0	0	0	0	0	**203**
1. Landmark (386 Hotel Rooms, 448.2 T		2			7								**9**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and 17 TSF Retail)					13		7						**20**
4. Hampton Inn (164 Extended-Stay Ho		0			1								**1**
5. Milani Apartments (287 Apartment DU)													**0**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)													**0**
8. 2722 Michelson (154.176 TSF Office)													**0**
9. Central Park West (Master Plan Revis		9			49								**58**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)		4			9								**13**
Irvine Cumulative (N of 405. Equal)		4			9								**13**
Irvine Cumulative Projects	0	19	0	0	88	0	7	0	0	0	0	0	**114**
TOTAL	0	237	0	0	288	0	43	3	85	0	0	0	**656**

16 Jamboree Road/Bayview Way

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	31	0	0	104	0	0	0	0	0	0	0	**135**
Residences at Koll Center	0	4	0	0	11	0	0	0	0	0	0	0	**15**
Newport Coast	0	93	0	0	41	0	0	0	0	0	0	0	**134**
Newport Village (Residential)		16			6								**22**
Newport Village (Retail)		8			18								**26**
Newport Cumulative Projects	0	121	0	0	76	0	0	0	0	0	0	0	**197**
1. Landmark (386 Hotel Rooms, 448.2 T		2			7								**9**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and 17 TSF Retail)					13								**13**
4. Hampton Inn (164 Extended-Stay Ho		0			1								**1**
5. Milani Apartments (287 Apartment DU)													**0**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)													**0**
8. 2722 Michelson (154.176 TSF Office)													**0**
9. Central Park West (Master Plan Revis		9			49								**58**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)		4			9								**13**
Irvine Cumulative (N of 405. Equal)		4			9								**13**
Irvine Cumulative Projects	0	19	0	0	88	0	0	0	0	0	0	0	**107**
TOTAL	0	171	0	0	268	0	0	0	0	0	0	0	**439**

LSA

Cumulative Project Trip Assignment - AM Peak Hour

17 Jamboree Road/Eastbluff Drive-University Drive

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	81	4	0	204	0	0	0	0	0	0	0	**289**
Residences at Koll Center	0	4	0	0	11	0	0	0	0	0	0	0	**15**
Newport Coast	0	93	75	0	41	0	0	0	0	33	0	0	**242**
Newport Village (Residential)		16			6								**22**
Newport Village (Retail)		8			18								**26**
Newport Cumulative Projects	0	121	75	0	76	0	0	0	0	33	0	0	**305**
1. Landmark (386 Hotel Rooms, 448.2 T		2			7								**9**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and 17 TSF Retail)					13								**13**
4. Hampton Inn (164 Extended-Stay Ho		0			1								**1**
5. Milani Apartments (287 Apartment DU)													**0**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)													**0**
8. 2722 Michelson (154.176 TSF Office)													**0**
9. Central Park West (Master Plan Revis		9			49								**58**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)		4			9								**13**
Irvine Cumulative (N of 405. Equal)		4			9								**13**
Irvine Cumulative Projects	0	19	0	0	88	0	0	0	0	0	0	0	**107**
TOTAL	0	221	79	0	368	0	0	0	0	33	0	0	**701**

18 MacArthur Boulevard/I-405 northbound ramps

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects													**0**
Residences at Koll Center	0	7	8	0	2	0	0	0	0	2	0	0	**19**
Newport Coast	0	31	31	0	14	0	0	0	0	14	0	0	**90**
Newport Village (Residential)		7			2								**9**
Newport Village (Retail)		4			9								**13**
Newport Cumulative Projects	0	49	39	0	27	0	0	0	0	16	0	0	**131**
1. Landmark (386 Hotel Rooms, 448.2 T		25	25		103					103			**256**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and		46	7		12					2			**67**
4. Hampton Inn (164 Extended-Stay Ho		3	5		4					3			**15**
5. Milani Apartments (287 Apartment D		11	5		3					1			**20**
6. Hensel Phelps (3.5 TSF Office)		0	0		0					0			**0**
7. The Boardwalk (545.385 TSF Office)													**0**
8. 2722 Michelson (154.176 TSF Office)													**0**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur		14		12	27							3	**56**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)		8		12	12							3	**35**
Irvine Cumulative Projects	0	107	42	24	161	0	0	0	0	109	0	6	**449**
TOTAL	0	156	81	24	188	0	0	0	0	125	0	6	**580**

LSA

Cumulative Project Trip Assignment - AM Peak Hour

19 MacArthur Boulevard/I-405 southbound ramps

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects													**0**
Residences at Koll Center	0	15	8	0	4	0	0	0	0	3	0	0	**30**
Newport Coast	0	62	31	0	28	0	0	0	0	14	0	0	**135**
Newport Village (Residential)		7			2								**9**
Newport Village (Retail)		4			9								**13**
Newport Cumulative Projects	0	88	39	0	43	0	0	0	0	17	0	0	**187**
1. Landmark (386 Hotel Rooms, 448.2 T		50	22		206					89			**367**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and :		53	20		14					5			**92**
4. Hampton Inn (164 Extended-Stay Ho		8	3		6					7			**24**
5. Milani Apartments (287 Apartment D		15	11		4					3			**33**
6. Hensel Phelps (3.5 TSF Office)		0	0		1					0			**1**
7. The Boardwalk (545.385 TSF Office)											4		**4**
8. 2722 Michelson (154.176 TSF Office)											1		**1**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthu		9		6	21							5	**41**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)		3		6	6							5	**20**
Irvine Cumulative Projects	0	138	56	12	258	0	0	0	0	104	5	10	**583**
TOTAL	0	226	95	12	301	0	0	0	0	121	5	10	**770**

20 MacArthur Boulevard/Michelson Drive

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects													**0**
Residences at Koll Center	0	23	0	0	7	0	0	0	0	0	0	0	**30**
Newport Coast	0	93	0	0	41	0	0	0	0	0	0	0	**134**
Newport Village (Residential)		7			2								**9**
Newport Village (Retail)		4			9								**13**
Newport Cumulative Projects	0	127	0	0	59	0	0	0	0	0	0	0	**186**
1. Landmark (386 Hotel Roor	2	73	10		301				7	41			**434**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and :		26			7								**33**
4. Hampton Inn (164 Extended-Stay Hotel Rooms		5	13							4		12	**34**
5. Milani Apartments (287 Apartment D		27			7								**34**
6. Hensel Phelps (3.5 TSF Office)								0			0		**0**
7. The Boardwalk (545.385 TSF Office)		13			59								**72**
8. 2722 Michelson (154.176 TSF Office)					22								**22**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthu		9			21								**30**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)		3			6								**9**
Irvine Cumulative Projects	2	151	15	13	423	0	0	0	7	45	0	12	**668**
TOTAL	2	278	15	13	482	0	0	0	7	45	0	12	**854**

LSA

Cumulative Project Trip Assignment - AM Peak Hour

21 MacArthur Boulevard/Douglas

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects													**0**
Residences at Koll Center	0	23	0	0	7	0	0	0	0	0	0	0	**30**
Newport Coast	0	93	0	0	41	0	0	0	0	0	0	0	**134**
Newport Village (Residential)		7			2								**9**
Newport Village (Retail)		4			9								**13**
Newport Cumulative Projects	0	127	0	0	59	0	0	0	0	0	0	0	**186**
1. Landmark (386 Hotel Rooms, 448.2 T		58		274								58	**390**
2. Trilogy Gardens (876 Residential DU)		36		22	4							129	**191**
3. Elements (1,600 Residential DU and		33			9								**42**
4. Hampton Inn (164 Extended-Stay Ho		4		6	4							1	**15**
5. Milani Apartments (287 Apartment DU)				7								29	**36**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)		10	4		59								**73**
8. 2722 Michelson (154.176 TSF Office)			1		22								**23**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthu		9			21								**30**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)		3			6								**9**
Irvine Cumulative Projects	0	153	5	309	125	0	0	0	0	0	0	217	**809**
TOTAL	0	280	5	309	184	0	0	0	0	0	0	217	**995**

LSA

Cumulative Project Trip Assignment - PM Peak Hour

1 MacArthur Boulevard/Campus Drive

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	75	0	14	92	0	0	0	0	0	0	7	**188**
Residences at Koll Center	0	11	0	0	19	0	0	0	0	0	0	0	**30**
Newport Coast	0	56	0	0	93	0	0	0	0	0	0	0	**149**
Newport Village (Residential)		5			7								**12**
Newport Village (Retail)		12			12								**24**
Newport Cumulative Projects	0	84	0	0	131	0	0	0	0	0	0	0	**215**
1. Landmark (386 Hotel Rooms, 448.2 T		43		4						68	56	13	**184**
2. Trilogy Gardens (876 Residential DU)			38	29				64		25	40	19	**215**
3. Elements (1,600 Residential DU and 17 TSF Retail)				34				141			81	19	**275**
4. Hampton Inn (164 Extended-Stay Ho		2		3	2		2						**9**
5. Milani Apartments (287 Apartment DU)			1					29		1	16		**47**
6. Hensel Phelps (3.5 TSF Office)								0			1		**1**
7. The Boardwalk (545.385 TSF Office)								9			11		**20**
8. 2722 Michelson (154.176 TSF Office)								3			4		**7**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthu		9		4	6	4	6					6	**35**
Irvine Cumulative (N of 405. Von Karman)								3			2		**5**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)													**0**
Irvine Cumulative Projects	0	54	39	74	8	4	8	249	0	94	211	57	**798**
TOTAL	0	213	39	88	231	4	8	249	0	94	211	64	**1201**

2 Campus Drive/Bristol Street North

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	0	0	0	0	0	0	0	0	0	14	86	**100**
Residences at Koll Center	0	7	0	0	2	0	0	0	0	0	11	0	**20**
Newport Coast	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Newport Village (Residential)													**0**
Newport Village (Retail)													**0**
Newport Cumulative Projects	0	7	0	0	2	0	0	0	0	0	11	0	**20**
1. Landmark (386 Hotel Rooms, 448.2 T		34			75	13							**122**
2. Trilogy Gardens (876 Residential DU)		46			6	19							**71**
3. Elements (1,600 Residential DU and		114			50	15							**179**
4. Hampton Inn (164 Extended-Stay Ho		2			1	1							**4**
5. Milani Apartments (287 Apartment D		15			8	6							**29**
6. Hensel Phelps (3.5 TSF Office)		0			0	0							**0**
7. The Boardwalk (545.385 TSF Office)		8			6	6							**20**
8. 2722 Michelson (154.176 TSF Office)		3			2	2							**7**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)		6			4								**10**
Irvine Cumulative Projects	0	228	0	0	152	62	0	0	0	0	0	0	**442**
TOTAL	0	235	0	0	154	62	0	0	0	0	25	86	**562**

LSA

Cumulative Project Trip Assignment - PM Peak Hour

3 Campus Drive-Irvine Avenue/Bristol Street South

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	0	33	0	14	0	0	11	0	0	0	0	**58**
Residences at Koll Center	0	9	0	0	6	0	15	0	0	0	0	0	**30**
Newport Coast	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Newport Village (Residential)													**0**
Newport Village (Retail)													**0**
Newport Cumulative Projects	0	9	0	0	6	0	15	0	0	0	0	0	**30**
1. Landmark (386 Hotel Rooms, 448.2 T		14			31		20						**65**
2. Trilogy Gardens (876 Residential DU)		11			6		35						**52**
3. Elements (1,600 Residential DU and		87			50		27						**164**
4. Hampton Inn (164 Extended-Stay Ho		2			1		0						**3**
5. Milani Apartments (287 Apartment D		6			8		8						**22**
6. Hensel Phelps (3.5 TSF Office)		0			0		0						**0**
7. The Boardwalk (545.385 TSF Office)		4		17	6		5						**32**
8. 2722 Michelson (154.176 TSF Office)		1		6	2		2						**11**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)													**0**
Irvine Cumulative Projects	0	125	0	23	104	0	97	0	0	0	0	0	**349**
TOTAL	0	134	33	23	124	0	112	11	0	0	0	0	**437**

4 Irvine Avenue/Mesa Drive

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	33	11	0	14	0	0	0	0	27	0	0	**85**
Residences at Koll Center	0	3	2	0	2	0	0	0	0	1	0	0	**8**
Newport Coast	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Newport Village (Residential)													**0**
Newport Village (Retail)													**0**
Newport Cumulative Projects	0	3	2	0	2	0	0	0	0	1	0	0	**8**
1. Landmark (386 Hotel Rooms, 448.2 T		9			19	13	6						**47**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and		13			8	4	7						**32**
4. Hampton Inn (164 Extended-Stay Ho		0			1	1	1						**3**
5. Milani Apartments (287 Apartment D		5			2	1	1						**9**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)		2					1						**3**
8. 2722 Michelson (154.176 TSF Office)		1					0						**1**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)													**0**
Irvine Cumulative Projects	0	30	0	0	30	19	16	0	0	0	0	0	**95**
TOTAL	0	66	13	0	46	19	16	0	0	28	0	0	**188**

LSA

Cumulative Project Trip Assignment - PM Peak Hour

5 MacArthur Boulevard/Birch Street

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	46	0	38	51	5	13	20	0	0	8	16	**197**
Residences at Koll Center	0	0	0	19	0	0	0	8	0	0	9	11	**47**
Newport Coast	0	56	0	0	93	0	0	0	0	0	0	0	**149**
Newport Village (Residential)		5			7								**12**
Newport Village (Retail)		12			12								**24**
Newport Cumulative Projects	0	73	0	19	112	0	0	8	0	0	9	11	**232**
1. Landmark (386 Hotel Rooms, 448.2 T		23		6	50	13	6					3	**101**
2. Trilogy Gardens (876 Residential DU)					12	4							**16**
3. Elements (1,600 Residential DU and 17 TSF Retail)								27			15		**42**
4. Hampton Inn (164 Extended-Stay Ho		2			1								**3**
5. Milani Apartments (287 Apartment D		1			1								**2**
6. Hensel Phelps (3.5 TSF Office)								0			0		**0**
7. The Boardwalk (545.385 TSF Office)								1			51		**52**
8. 2722 Michelson (154.176 TSF Office)								0			19		**19**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthu		9			6								**15**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)		6			4								**10**
Irvine Cumulative Projects	0	41	0	6	74	17	6	28	0	0	85	3	**260**
TOTAL	0	160	0	63	237	22	19	56	0	0	102	30	**689**

6 Birch Street/Bristol Street North

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	27	33	0	0	13	0	0	0	0	18	80	0	**171**
Residences at Koll Center	0	2	0	0	1	6	0	0	0	0	5	0	**14**
Newport Coast	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Newport Village (Residential)													**0**
Newport Village (Retail)													**0**
Newport Cumulative Projects	0	2	0	0	1	6	0	0	0	0	5	0	**14**
1. Landmark (386 Hotel Rooms, 448.2 TSF Office, 13.665 TSF Restaurant)													**0**
2. Trilogy Gardens (876 Residential DU)		7			4								**11**
3. Elements (1,600 Residential DU and 17 TSF Retail)						8						13	**21**
4. Hampton Inn (164 Extended-Stay Hotel Rooms)													**0**
5. Milani Apartments (287 Apartment DU)													**0**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)					11	17							**28**
8. 2722 Michelson (154.176 TSF Office)					4	6							**10**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)													**0**
Irvine Cumulative Projects	0	7	0	0	19	31	0	0	0	0	0	13	**70**
TOTAL	27	42	0	0	33	37	0	0	0	18	85	13	**255**

LSA

Cumulative Project Trip Assignment - PM Peak Hour

7 Birch Street/Bristol Street South

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	59	50	0	31	0	0	36	11	0	0	0	**187**
Residences at Koll Center	0	2	0	0	1	0	0	0	0	0	0	0	**3**
Newport Coast	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Newport Village (Residential)													**0**
Newport Village (Retail)													**0**
Newport Cumulative Projects	0	2	0	0	1	0	0	0	0	0	0	0	**3**
1. Landmark (386 Hotel Rooms, 448.2 TSF Office, 13.665 TSF Restaurant)													**0**
2. Trilogy Gardens (876 Residential DU)		7			4								**11**
3. Elements (1,600 Residential DU and 17 TSF Retail)													**0**
4. Hampton Inn (164 Extended-Stay Hotel Rooms)													**0**
5. Milani Apartments (287 Apartment DU)													**0**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)				11									**11**
8. 2722 Michelson (154.176 TSF Office)				4									**4**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karma		15		4	11		6						**36**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)													**0**
Irvine Cumulative Projects	0	22	0	19	15	0	6	0	0	0	0	0	**62**
TOTAL	0	83	50	19	47	0	6	36	11	0	0	0	**252**

8 Von Karman Avenue/Campus Drive

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	3	0	25	8	0	0	14	0	0	7	13	**70**
Residences at Koll Center	0	3	0	0	5	0	0	0	0	0	0	0	**8**
Newport Coast	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Newport Village (Residential)													**0**
Newport Village (Retail)													**0**
Newport Cumulative Projects	0	3	0	0	5	0	0	0	0	0	0	0	**8**
1. Landmark (386 Hotel Rooms, 448.2 TSF Office, 13.665 TSF Restaurant)								50			23		**73**
2. Trilogy Gardens (876 Resid	11			2	2	18		6	7		64		**110**
3. Elements (1,600 Residential DU and 17 TSF Ret		27		27				194		15	112	15	**390**
4. Hampton Inn (164 Extended-Stay Ho		1			1								**2**
5. Milani Apartments (287 Apartment D		12		1	6			3			6	1	**29**
6. Hensel Phelps (3.5 TSF Office)		0		0	1	0	0					0	**1**
7. The Boardwalk (545.385 TSF Office)		1						9			11		**21**
8. 2722 Michelson (154.176 TSF Office)		0						3			4		**7**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)		6			4								**10**
Irvine Cumulative Projects	11	20	27	30	14	18	0	265	7	15	220	16	**643**
TOTAL	11	26	27	55	27	18	0	279	7	15	227	29	**721**

LSA

Cumulative Project Trip Assignment - PM Peak Hour

9 MacArthur Boulevard/Von Karman Avenue

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	46	0	0	52	0	0	0	0	0	0	0	**98**
Residences at Koll Center	0	0	21	0	0	0	0	0	0	13	0	0	**34**
Newport Coast	0	56	0	0	93	0	0	0	0	0	0	0	**149**
Newport Village (Residential)		5			7								**12**
Newport Village (Retail)		12			12								**24**
Newport Cumulative Projects	0	73	21	0	112	0	0	0	0	13	0	0	**219**
1. Landmark (386 Hotel Rooms, 448.2 T		23			50								**73**
2. Trilogy Gardens (876 Residential DU)		21	7		12					4			**44**
3. Elements (1,600 Residential DU and 17 TSF Retail)								20			12		**32**
4. Hampton Inn (164 Extended-Stay Ho		2			1			1			1		**5**
5. Milani Apartments (287 Apartment D		1	6		1			3		3	2		**16**
6. Hensel Phelps (3.5 TSF Office)			0					0	0		0		**0**
7. The Boardwalk (545.385 TSF Office)													**0**
8. 2722 Michelson (154.176 TSF Office)													**0**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur		9			6								**15**
Irvine Cumulative (N of 405. Von Karman)			15							11			**26**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)		6	6		4					4			**20**
Irvine Cumulative Projects	0	62	34	0	74	0	0	24	0	22	15	0	**231**
TOTAL	0	181	55	0	238	0	0	24	0	35	15	0	**548**

10 Bayview Place/Bristol Street South

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	0	0	0	0	0	0	182	0	0	0	0	**182**
Residences at Koll Center	0	0	0	0	0	0	0	15	0	0	0	0	**15**
Newport Coast	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Newport Village (Residential)													**0**
Newport Village (Retail)													**0**
Newport Cumulative Projects	0	0	0	0	0	0	0	15	0	0	0	0	**15**
1. Landmark (386 Hotel Rooms, 448.2 TSF Office, 13.665 TSF Restaurant)													**0**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and 17 TSF Retail)													**0**
4. Hampton Inn (164 Extended-Stay Hotel Rooms)													**0**
5. Milani Apartments (287 Apartment DU)													**0**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)													**0**
8. 2722 Michelson (154.176 TSF Office)													**0**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)													**0**
Irvine Cumulative Projects	0	0	0	0	0	0	0	0	0	0	0	0	**0**
TOTAL	0	0	0	0	0	0	0	197	0	0	0	0	**197**

LSA

Cumulative Project Trip Assignment - PM Peak Hour

11 Jamboree Road/Campus Drive

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	20	108	6	0	204	0	0	0	40	12	0	0	**390**
Residences at Koll Center	0	10	0	0	16	2	1	0	0	0	0	0	**29**
Newport Coast	0	56	0	0	93	0	0	0	0	0	0	0	**149**
Newport Village (Residential)		6			9								**15**
Newport Village (Retail)		12			12								**24**
Newport Cumulative Projects	0	84	0	0	130	2	1	0	0	0	0	0	**217**
1. Landmark (386 Hotel Rooms, 448.2 TSF Office, 13.665 TSF Restaurant)								44			20		**64**
2. Trilogy Gardens (876 Residential DU)						11	6	13			25		**55**
3. Elements (1,600 Residentia	16	2		3	1	46	9	33	5	5	59	6	**185**
4. Hampton Inn (164 Extended-Stay Ho	0				1			2				1	**4**
5. Milani Apartments (287 Apartment DU)								3			6		**9**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)		8		29	23						4		**64**
8. 2722 Michelson (154.176 TSF Office)		3		10	8						1		**22**
9. Central Park West (Master Plan Revis		36			27								**63**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)								2			3		**5**
Irvine Cumulative (N of 405. Jamboree)		18		4	13							6	**41**
Irvine Cumulative (N of 405. Equal)		9			6								**15**
Irvine Cumulative Projects	16	76	0	46	79	57	15	97	5	5	118	13	**527**
TOTAL	36	268	6	46	413	59	16	97	45	17	118	13	**1134**

12 Jamboree Road/Birch Street

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	120	0	0	214	42	13	0	0	0	0	0	**389**
Residences at Koll Center	22	0	0	0	0	16	10	0	9	0	0	0	**57**
Newport Coast	0	56	0	0	93	0	0	0	0	0	0	0	**149**
Newport Village (Residential)		6			9								**15**
Newport Village (Retail)		12			12								**24**
Newport Cumulative Projects	22	74	0	0	114	16	10	0	9	0	0	0	**245**
1. Landmark (386 Hotel Rooms, 448.2 TSF Office, 13.665 TSF Restaurant)													**0**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residentia	13	13			8				8				**42**
4. Hampton Inn (164 Extended-Stay Ho	0				1								**1**
5. Milani Apartments (287 Apartment DU)													**0**
6. Hensel Phelps (3.5 TSF Office)		0			0			0			0		**0**
7. The Boardwalk (545.385 TSF Office)		8			23								**31**
8. 2722 Michelson (154.176 TSF Office)		3			8								**11**
9. Central Park West (Master Plan Revis		36			27								**63**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)		18			13								**31**
Irvine Cumulative (N of 405. Equal)		9			6								**15**
Irvine Cumulative Projects	13	87	0	0	86	0	0	0	8	0	0	0	**194**
TOTAL	35	281	0	0	414	58	23	0	17	0	0	0	**828**

LSA

Cumulative Project Trip Assignment - PM Peak Hour

13 Jamboree Road/MacArthur Boulevard

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	17	79	40	5	7	8	285	0	33	140	22	**636**
Residences at Koll Center	13	12	0	6	3	0	0	5	8	0	8	10	**65**
Newport Coast	0	56	0	0	93	0	0	93	0	0	56	0	**298**
Newport Village (Residential)	5	6			9				7				**27**
Newport Village (Retail)	12	12			12				12				**48**
Newport Cumulative Projects	30	86	0	6	117	0	0	98	27	0	64	10	**438**
1. Landmark (386 Hotel Roor	3							44	6		20		**73**
2. Trilogy Gardens (876 Residential DU)								15			28		**43**
3. Elements (1,600 Residential DU and :		27			15								**42**
4. Hampton Inn (164 Extended-Stay Ho		0			1			2			1		**4**
5. Milani Apartments (287 Apartment DU)								4			7		**11**
6. Hensel Phelps (3.5 TSF Office)								0			0		**0**
7. The Boardwalk (545.385 TSF Office)					11								**11**
8. 2722 Michelson (154.176 TSF Office)					4								**4**
9. Central Park West (Master Plan Revis		36			27								**63**
Irvine Cumulative (N of 405. MacArthur)								6			9		**15**
Irvine Cumulative (N of 405. Von Karman)								11			15		**26**
Irvine Cumulative (N of 405. Jamboree)		9		6	6							9	**30**
Irvine Cumulative (N of 405. Equal)		9			6			4			6		**25**
Irvine Cumulative Projects	3	81	0	6	70	0	0	86	6	0	86	9	**347**
TOTAL	33	184	79	52	192	7	8	469	33	33	290	41	**1421**

14 Jamboree Road/Bristol Street North

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	13	295	30	0	71	82	0	0	0	0	0	0	**491**
Residences at Koll Center	0	24	0	0	6	5	0	0	0	0	0	0	**35**
Newport Coast	0	56	0	0	93	0	0	0	0	0	0	0	**149**
Newport Village (Residential)		11			16								**27**
Newport Village (Retail)		24			24								**48**
Newport Cumulative Projects	0	115	0	0	139	5	0	0	0	0	0	0	**259**
1. Landmark (386 Hotel Rooms, 448.2 T		6			3								**9**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and :		27			8	8							**43**
4. Hampton Inn (164 Extended-Stay Ho		0			1								**1**
5. Milani Apartments (287 Apartment DU)													**0**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)													**0**
8. 2722 Michelson (154.176 TSF Office)													**0**
9. Central Park West (Master Plan Revis		36			27								**63**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)		9			6								**15**
Irvine Cumulative (N of 405. Equal)		9			6								**15**
Irvine Cumulative Projects	0	87	0	0	51	8	0	0	0	0	0	0	**146**
TOTAL	13	497	30	0	261	95	0	0	0	0	0	0	**896**

LSA

Cumulative Project Trip Assignment - PM Peak Hour

15 Jamboree Road/Bristol Street South

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	194	0	0	71	0	175	13	93	0	0	0	**546**
Residences at Koll Center	0	9	0	0	6	0	15	0	0	0	0	0	**30**
Newport Coast	0	56	0	0	93	0	0	0	0	0	0	0	**149**
Newport Village (Residential)		11			16								**27**
Newport Village (Retail)		24			24								**48**
Newport Cumulative Projects	0	100	0	0	139	0	15	0	0	0	0	0	**254**
1. Landmark (386 Hotel Rooms, 448.2 T		6			3								**9**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and 17 TSF Retail)					8		27						**35**
4. Hampton Inn (164 Extended-Stay Ho		0			1								**1**
5. Milani Apartments (287 Apartment DU)													**0**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)													**0**
8. 2722 Michelson (154.176 TSF Office)													**0**
9. Central Park West (Master Plan Revis		36			27								**63**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)		9			6								**15**
Irvine Cumulative (N of 405. Equal)		9			6								**15**
Irvine Cumulative Projects	0	60	0	0	51	0	27	0	0	0	0	0	**138**
TOTAL	0	354	0	0	261	0	217	13	93	0	0	0	**938**

16 Jamboree Road/Bayview Way

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	112	0	0	48	0	0	0	0	0	0	0	**160**
Residences at Koll Center	0	9	0	0	6	0	0	0	0	0	0	0	**15**
Newport Coast	0	56	0	0	93	0	0	0	0	0	0	0	**149**
Newport Village (Residential)		11			16								**27**
Newport Village (Retail)		24			24								**48**
Newport Cumulative Projects	0	100	0	0	139	0	0	0	0	0	0	0	**239**
1. Landmark (386 Hotel Rooms, 448.2 T		6			3								**9**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and 17 TSF Retail)					8								**8**
4. Hampton Inn (164 Extended-Stay Ho		0			1								**1**
5. Milani Apartments (287 Apartment DU)													**0**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)													**0**
8. 2722 Michelson (154.176 TSF Office)													**0**
9. Central Park West (Master Plan Revis		36			27								**63**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)		9			6								**15**
Irvine Cumulative (N of 405. Equal)		9			6								**15**
Irvine Cumulative Projects	0	60	0	0	51	0	0	0	0	0	0	0	**111**
TOTAL	0	272	0	0	238	0	0	0	0	0	0	0	**510**

LSA

Cumulative Project Trip Assignment - PM Peak Hour

17 Jamboree Road/Eastbluff Drive-University Drive

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects	0	206	7	0	137	0	0	0	0	7	0	0	**357**
Residences at Koll Center	0	9	0	0	6	0	0	0	0	0	0	0	**15**
Newport Coast	0	56	45	0	93	0	0	0	0	74	0	0	**268**
Newport Village (Residential)		11			16								**27**
Newport Village (Retail)		24			24								**48**
Newport Cumulative Projects	0	100	45	0	139	0	0	0	0	74	0	0	**358**
1. Landmark (386 Hotel Rooms, 448.2 T		6			3								**9**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and 17 TSF Retail)					8								**8**
4. Hampton Inn (164 Extended-Stay Ho		0			1								**1**
5. Milani Apartments (287 Apartment DU)													**0**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)													**0**
8. 2722 Michelson (154.176 TSF Office)													**0**
9. Central Park West (Master Plan Revis		36			27								**63**
Irvine Cumulative (N of 405. MacArthur)													**0**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)		9			6								**15**
Irvine Cumulative (N of 405. Equal)		9			6								**15**
Irvine Cumulative Projects	0	60	0	0	51	0	0	0	0	0	0	0	**111**
TOTAL	0	366	52	0	327	0	0	0	0	81	0	0	**826**

18 MacArthur Boulevard/I-405 northbound ramps

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects													**0**
Residences at Koll Center	0	3	4	0	6	0	0	0	0	7	0	0	**20**
Newport Coast	0	19	19	0	31	0	0	0	0	31	0	0	**100**
Newport Village (Residential)		5			7								**12**
Newport Village (Retail)		12			12								**24**
Newport Cumulative Projects	0	39	23	0	56	0	0	0	0	38	0	0	**156**
1. Landmark (386 Hotel Rooms, 448.2 T		94	94		43					43			**274**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and		27	4		47					7			**85**
4. Hampton Inn (164 Extended-Stay Ho		4	7		3					2			**16**
5. Milani Apartments (287 Apartment D		6	2		10					5			**23**
6. Hensel Phelps (3.5 TSF Office)		0	0		0					0			**0**
7. The Boardwalk (545.385 TSF Office)													**0**
8. 2722 Michelson (154.176 TSF Office)													**0**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur		33		8	19							6	**66**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)		18		8	8							6	**40**
Irvine Cumulative Projects	0	182	107	16	130	0	0	0	0	57	0	12	**504**
TOTAL	0	221	130	16	186	0	0	0	0	95	0	12	**660**

LSA

Cumulative Project Trip Assignment - PM Peak Hour

19 MacArthur Boulevard/I-405 southbound ramps

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects													**0**
Residences at Koll Center	0	7	4	0	13	0	0	0	0	6	0	0	**30**
Newport Coast	0	38	19	0	62	0	0	0	0	31	0	0	**150**
Newport Village (Residential)		5			7								**12**
Newport Village (Retail)		12			12								**24**
Newport Cumulative Projects	0	62	23	0	94	0	0	0	0	37	0	0	**216**
1. Landmark (386 Hotel Rooms, 448.2 T		188	82		86					37			**393**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and :		31	12		54					20			**117**
4. Hampton Inn (164 Extended-Stay Ho		11	4		6					6			**27**
5. Milani Apartments (287 Apartment D		8	6		15					10			**39**
6. Hensel Phelps (3.5 TSF Office)		0	0		0					0			**0**
7. The Boardwalk (545.385 TSF Office)											23		**23**
8. 2722 Michelson (154.176 TSF Office)											8		**8**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur		21		4	15							12	**52**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)		6		4	4							12	**26**
Irvine Cumulative Projects	0	265	104	8	180	0	0	0	0	73	31	24	**685**
TOTAL	0	327	127	8	274	0	0	0	0	110	31	24	**901**

20 MacArthur Boulevard/Michelson Drive

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects													**0**
Residences at Koll Center	0	11	0	0	19	0	0	0	0	0	0	0	**30**
Newport Coast	0	56	0	0	93	0	0	0	0	0	0	0	**149**
Newport Village (Residential)		5			7								**12**
Newport Village (Retail)		12			12								**24**
Newport Cumulative Projects	0	84	0	0	131	0	0	0	0	0	0	0	**215**
1. Landmark (386 Hotel Roor	6	276	38		126				3	17			**466**
2. Trilogy Gardens (876 Residential DU)													**0**
3. Elements (1,600 Residential DU and :		15			27								**42**
4. Hampton Inn (164 Extended-Stay Hotel Rooms		5	11							5		15	**36**
5. Milani Apartments (287 Apartment D		14			27								**41**
6. Hensel Phelps (3.5 TSF Office)								0			0		**0**
7. The Boardwalk (545.385 TSF Office)		86			11								**97**
8. 2722 Michelson (154.176 TSF Office)		86			4								**90**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthur		21			15								**36**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)		6			4								**10**
Irvine Cumulative Projects	6	504	43	11	214	0	0	0	3	22	0	15	**818**
TOTAL	6	588	43	11	345	0	0	0	3	22	0	15	**1033**

LSA

Cumulative Project Trip Assignment - PM Peak Hour

21 MacArthur Boulevard/Douglas

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
Newport Approved Projects													**0**
Residences at Koll Center	0	11	0	0	19	0	0	0	0	0	0	0	**30**
Newport Coast	0	56	0	0	93	0	0	0	0	0	0	0	**149**
Newport Village (Residential)		5			7								**12**
Newport Village (Retail)		12			12								**24**
Newport Cumulative Projects	0	84	0	0	131	0	0	0	0	0	0	0	**215**
1. Landmark (386 Hotel Rooms, 448.2 T		214		115								214	**543**
2. Trilogy Gardens (876 Residential DU)		19		107	29							57	**212**
3. Elements (1,600 Residential DU and		19			34								**53**
4. Hampton Inn (164 Extended-Stay Ho		4		7	5							1	**17**
5. Milani Apartments (287 Apartment DU)				29								16	**45**
6. Hensel Phelps (3.5 TSF Office)													**0**
7. The Boardwalk (545.385 TSF Office)		63	23		11								**97**
8. 2722 Michelson (154.176 TSF Office)		63	8		4								**75**
9. Central Park West (Master Plan Revision)													**0**
Irvine Cumulative (N of 405. MacArthu		21			15								**36**
Irvine Cumulative (N of 405. Von Karman)													**0**
Irvine Cumulative (N of 405. Jamboree)													**0**
Irvine Cumulative (N of 405. Equal)		6			4								**10**
Irvine Cumulative Projects	0	409	31	258	102	0	0	0	0	0	0	288	**1088**
TOTAL	0	493	31	258	233	0	0	0	0	0	0	288	**1303**

APPENDIX E

OCTA BUS SYSTEM MAPS

South County System Map

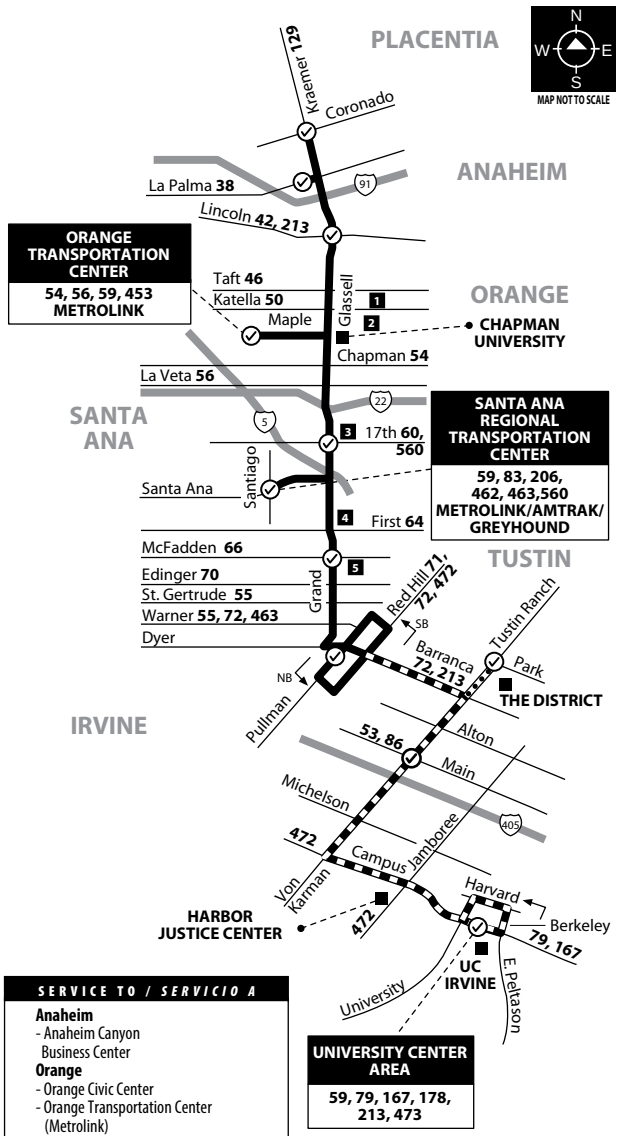
OCBUS
OCbus.com

- Routes offering 15 minutes (or less) Weekday rush hour frequency
- Local Routes (1-99)
- Community Routes (100-199)
- Intracounty OC Express Routes (200-299) Weekday Rush Hour Only
- Metrolink Stationlink Routes (400-499) Weekday Rush Hour Only
- Bravo Limited Stop Service
- Xpress Stop Service
- Intercounty Express Service (700-799) Weekday Rush Hour Only
- Rail Stations
- OC Bus Transit Centers

Use West/Central County Ride Guide for routes serving West and Central County. | For Tustin, Villa Park, Anaheim Hills and Yorba Linda use the North County Ride Guide

Anaheim to Irvine
via Kraemer Blvd / Glassell St / Grand Ave / Von Karman Ave

59



SERVICE TO / *SERVICIO A*

Anaheim
- Anaheim Canyon Business Center

Orange
- Orange Civic Center
- Orange Transportation Center (Metrolink)
- Chapman University
1 - Yorba Middle School
2 - Orange High School
- Holy Family Cathedral
- Hart Park
- Orange Plaza

Santa Ana
- Santa Ana Regional Transportation Center (Metrolink/Amtrak)
3 - Sierra Intermediate School
4 - Raymond A. Villa Fundamental Intermediate School
5 - Century High School

Tustin
- Tustin Legacy
- The District

Irvine
- Irvine Business Complex
- Marymount-Webster University
- Irvine Museum
- San Joaquin Wildlife Sanctuary
- UC Irvine
- University Center

LEGEND / *LEYENDA*

- Scheduled Departure
- Regular Routing
- Weekend Only
- No Service On Some Trips
- 1 Middle or High School

Numbers on streets indicate transfers.
Números en la calle indican transbordos.

Route 059/010818

Monday - Friday
NORTHBOUND To: Anaheim

	University Center	Von Karman & Main	Dyer & Pullman	Pullman & Dyer	Grand & McFadden	Santa Ana Regional Transportation Center	Grand & 17th	Orange Transportation Center	Glassell & Lincoln	La Palma & Kraemer
	4:26	4:35	4:41	·····	4:47	4:57	5:01	5:09	5:20	5:24
	4:51	5:00	5:06	·····	5:12	5:22	5:26	5:34	5:45	5:49
	5:11	5:20	5:26	·····	5:32	5:42	5:46	5:54	6:05	6:09
	5:35	5:45	5:51	·····	5:59	6:08	6:14	6:24	6:37	6:43
	6:02	6:13	6:20	·····	6:29	6:40	6:45	6:54	7:08	7:14
	6:22	6:35	6:44	·····	6:53	7:07	7:14	7:24	7:38	7:42
	6:47	7:00	7:09	·····	7:18	7:32	7:39	7:49	8:03	8:07
	7:07	7:21	7:30	·····	7:41	7:55	8:02	8:14	8:27	8:33
	7:34	7:48	7:57	·····	8:07	8:20	8:26	8:37	8:49	8:55
	7:59	8:13	8:22	·····	8:32	8:45	8:51	9:02	9:14	9:20
	8:24	8:38	8:47	·····	8:57	9:10	9:16	9:27	9:39	9:45
	8:47	9:02	9:11	·····	9:21	9:33	9:40	9:51	10:04	10:10
				9:29	9:43	9:55	10:02	10:13	10:26	10:32
	9:31	9:46	9:55	·····	10:05	10:17	10:24	10:35	10:48	10:54
				10:22	10:36	10:48	10:55	11:06	11:19	11:25
	10:30	10:46	10:55	·····	11:05	11:18	11:25	11:37	11:51	11:57
				11:19	11:36	11:49	11:56	**12:08**	**12:22**	**12:28**
	11:31	11:47	11:56	·····	**12:06**	**12:19**	**12:26**	**12:38**	**12:52**	**12:58**
				12:24	**12:41**	**12:54**	**1:01**	**1:13**	**1:27**	**1:33**
	12:41	**12:57**	**1:06**	·····	**1:16**	**1:29**	**1:36**	**1:48**	**2:02**	**2:08**
				1:34	**1:51**	**2:04**	**2:11**	**2:23**	**2:37**	**2:43**
	1:48	**2:04**	**2:13**	·····	**2:23**	**2:36**	**2:43**	**2:55**	**3:09**	**3:15**
				2:33	**2:50**	**3:03**	**3:10**	**3:22**	**3:36**	**3:42**
S			**2:43**	·····	**2:55**	**3:08**	**3:15**	**3:25**		
	2:36	**2:53**	**3:06**	·····	**3:18**	**3:31**	**3:38**	**3:48**	**4:02**	**4:08**
	3:06	**3:23**	**3:36**	·····	**3:48**	**4:01**	**4:08**	**4:18**	**4:31**	**4:37**
	3:36	**3:53**	**4:06**	·····	**4:18**	**4:31**	**4:38**	**4:48**	**5:01**	**5:07**
	3:59	**4:16**	**4:30**	·····	**4:42**	**4:57**	**5:04**	**5:18**	**5:32**	**5:37**
	4:20	**4:38**	**4:57**	·····	**5:08**	**5:23**	**5:30**	**5:43**	**5:58**	**6:03**
	4:50	**5:08**	**5:27**	·····	**5:38**	**5:53**	**6:00**	**6:13**	**6:28**	**6:33**
	5:33	**5:51**	**6:05**	·····	**6:14**	**6:27**	**6:33**	**6:43**	**6:57**	**7:03**
	6:10	**6:26**	**6:38**	·····	**6:46**	**6:57**	**7:03**	**7:13**	**7:24**	**7:29**
	6:50	**7:06**	**7:18**	·····	**7:26**	**7:37**	**7:43**	**7:53**	**8:04**	**8:09**
	7:35	**7:51**	**8:03**	·····	**8:11**	**8:22**	**8:28**	**8:38**	**8:49**	**8:54**
	8:41	**8:55**	**9:02**	·····	**9:10**	**9:18**	**9:24**	**9:33**	**9:43**	**9:47**
	9:36	**9:50**	**9:57**	·····	**10:05**	**10:13**	**10:19**	**10:28**	**10:38**	**10:42**
	10:30	**10:43**	**10:50**	·····	**10:57**	**11:05**	**11:10**	**11:18**	**11:28**	**11:30**

S = Operates Tuesday, Wednesday, Thursday and Friday when Century High School is in session.
= Opera los martes, miércoles, jueves y viernes cuando Century High School está en sesión.

TRANSFER NOTE / *LA TRANSFERENCIA DE LA NOTA*

Passengers transferring between OCTA Routes 59 and 129 should transfer at Kraemer & Coronado. To connect from the 59 northbound to the 129 eastbound passengers need to walk from La Palma & Kraemer to Kraemer & Coronado.

Pasajeros transbordando entre las Rutas 59 y 129 de OCTA deben ir a Kraemer y Coronado. Para conectar del 59 hacia el Norte al 129 hacia el Este, pasajeros deben caminar de La Palma y Kraemer a Kraemer y Coronado.

59 Anaheim to Irvine

via Kraemer Blvd / Glassell St / Grand Ave / Von Karman Ave

Monday - Friday
SOUTHBOUND To: Irvine

	Kraemer & Coronado	Glassell & Lincoln	Orange Transportation Center	Grand & 17th	Santa Ana Regional Transportation Center	Grand & McFadden	Pullman & Dyer	Dyer & Pullman	Von Karman & Main	University Center
	5:01	5:07	5:19	5:28	5:34	5:44	•••••	5:52	6:00	6:10
	5:21	5:27	5:39	5:48	5:54	6:04	•••••	6:12	6:20	6:30
	5:41	5:47	5:59	6:08	6:14	6:24	•••••	6:32	6:40	6:50
	6:00	6:07	6:21	6:31	6:38	6:49	•••••	6:59	7:09	7:19
	6:21	6:28	6:44	6:55	7:02	7:14	•••••	7:24	7:34	7:46
	6:44	6:51	7:07	7:18	7:25	7:37	•••••	7:47	7:57	8:09
	7:05	7:12	7:29	7:43	7:49	8:01	•••••	8:11	8:22	8:35
	7:35	7:42	7:59	8:09	8:16	8:28	•••••	8:37	8:47	9:02
	8:05	8:12	8:29	8:39	8:46	8:58	9:16			
	8:37	8:44	8:59	9:10	9:17	9:27	•••••	9:37	9:45	10:01
	9:07	9:14	9:29	9:40	9:47	9:57	10:12			
	9:37	9:44	9:59	10:10	10:17	10:27	•••••	10:37	10:45	11:02
	10:02	10:09	10:24	10:35	10:42	10:52	11:07			
	10:24	10:31	10:46	10:57	11:04	11:14	•••••	11:24	11:32	11:47
	10:46	10:53	11:08	11:19	11:26	11:36	11:55			
	11:08	11:15	11:30	11:41	11:48	11:58	•••••	**12:08**	**12:16**	**12:31**
	11:42	11:50	**12:05**	**12:18**	**12:24**	**12:36**	**12:53**			
	12:12	**12:20**	**12:35**	**12:48**	**12:54**	**1:06**	•••••	**1:15**	**1:27**	**1:38**
	12:42	**12:50**	**1:05**	**1:18**	**1:24**	**1:36**	•••••	**1:45**	**1:57**	**2:08**
	1:12	**1:20**	**1:35**	**1:48**	**1:54**	**2:06**	**2:23**			
	1:48	**1:55**	**2:10**	**2:24**	**2:30**	**2:40**	•••••	**2:50**	**3:00**	**3:11**
M			**2:28**	**2:44**	**2:51**	**3:02**				
	2:21	**2:28**	**2:45**	**3:02**	**3:09**	**3:19**	•••••	**3:29**	**3:37**	**3:49**
	2:56	**3:03**	**3:20**	**3:32**	**3:39**	**3:51**	•••••	**4:01**	**4:09**	**4:22**
	3:27	**3:34**	**3:51**	**4:03**	**4:10**	**4:22**	•••••	**4:32**	**4:40**	**4:53**
	3:57	**4:04**	**4:21**	**4:33**	**4:40**	**4:52**	•••••	**5:02**	**5:10**	**5:23**
	4:27	**4:34**	**4:51**	**5:03**	**5:10**	**5:22**	•••••	**5:32**	**5:40**	**5:53**
	4:59	**5:07**	**5:21**	**5:32**	**5:39**	**5:50**	•••••	**6:00**	**6:08**	**6:20**
	5:28	**5:35**	**5:47**	**5:57**	**6:04**	**6:13**	•••••	**6:21**	**6:29**	**6:39**
	5:54	**6:01**	**6:13**	**6:23**	**6:30**	**6:39**	•••••	**6:47**	**6:55**	**7:05**
	6:17	**6:23**	**6:36**	**6:46**	**6:52**	**7:01**	•••••	**7:07**	**7:15**	**7:25**
	6:49	**6:55**	**7:08**	**7:18**	**7:24**	**7:33**	•••••	**7:39**	**7:47**	**7:57**
	7:19	**7:25**	**7:38**	**7:48**	**7:54**	**8:03**	•••••	**8:09**	**8:17**	**8:27**
	7:50	**7:55**	**8:08**	**8:18**	**8:24**	**8:32**	•••••	**8:38**	**8:45**	**8:53**
	8:27	**8:32**	**8:43**	**8:51**	**8:56**	**9:04**	•••••	**9:10**	**9:17**	**9:26**
	9:17	**9:22**	**9:33**	**9:41**	**9:46**	**9:54**	•••••	**10:00**	**10:07**	**10:16**
	10:07	**10:12**	**10:23**	**10:31**	**10:36**	**10:44**	•••••	**10:50**	**10:57**	**11:06**

M = Operates Monday, Tuesday, Thursday and Friday when Sierra Intermediate School is in session.
= *Opera los lunes, martes, jueves y viernes cuando Sierra Intermediate School está en sesión.*

TRANSFER NOTE / *LA TRANSFERENCIA DE LA NOTA*

Passengers transferring between OCTA Routes 59 and 129 should transfer at Kraemer & Coronado. To connect from the 59 northbound to the 129 eastbound passengers need to walk from La Palma & Kraemer to Kraemer & Coronado.

Pasajeros transbordando entre las Rutas 59 y 129 de OCTA deben ir a Kraemer y Coronado. Para conectar del 59 hacia el Norte al 129 hacia el Este, pasajeros deben caminar de La Palma y Kraemer a Kraemer y Coronado.

Saturday, Sunday & Holiday
NORTHBOUND To: Anaheim

Tustin Ranch & Park	Dyer & Pullman	Grand & Mc Fadden	Santa Ana Regional Transportation Center	Grand & 17th	Orange Transportation Center	Glassell & Lincoln	La Palma & Kraemer
5:51	6:00	6:12	6:21	6:25	6:34	6:46	6:49
6:47	6:56	7:08	7:17	7:21	7:30	7:42	7:45
7:51	8:00	8:12	8:21	8:25	8:34	8:46	8:49
8:51	9:00	9:11	9:22	9:27	9:38	9:50	9:54
9:49	10:01	10:14	10:25	10:30	10:41	10:53	10:57
10:42	10:54	11:09	11:20	11:27	11:39	11:52	11:56
11:40	11:53	**12:06**	**12:17**	**12:24**	**12:36**	**12:49**	**12:53**
12:31	**12:44**	**12:57**	**1:08**	**1:15**	**1:27**	**1:40**	**1:44**
1:26	**1:39**	**1:52**	**2:03**	**2:10**	**2:22**	**2:35**	**2:39**
2:21	**2:34**	**2:47**	**2:58**	**3:05**	**3:17**	**3:30**	**3:34**
3:16	**3:29**	**3:42**	**3:53**	**4:00**	**4:12**	**4:25**	**4:29**
4:11	**4:24**	**4:37**	**4:48**	**4:55**	**5:07**	**5:20**	**5:24**
5:06	**5:19**	**5:32**	**5:43**	**5:50**	**6:02**	**6:15**	**6:19**
6:01	**6:14**	**6:27**	**6:38**	**6:45**	**6:57**	**7:10**	**7:14**
7:02	**7:12**	**7:22**	**7:31**	**7:36**	**7:46**	**7:57**	**7:59**
7:50	**8:00**	**8:10**	**8:19**	**8:24**	**8:34**	**8:45**	**8:47**
8:25	**8:35**	**8:45**	**8:54**	**8:59**	**9:09**	**9:20**	**9:22**

Saturday, Sunday & Holiday
SOUTHBOUND To: Irvine

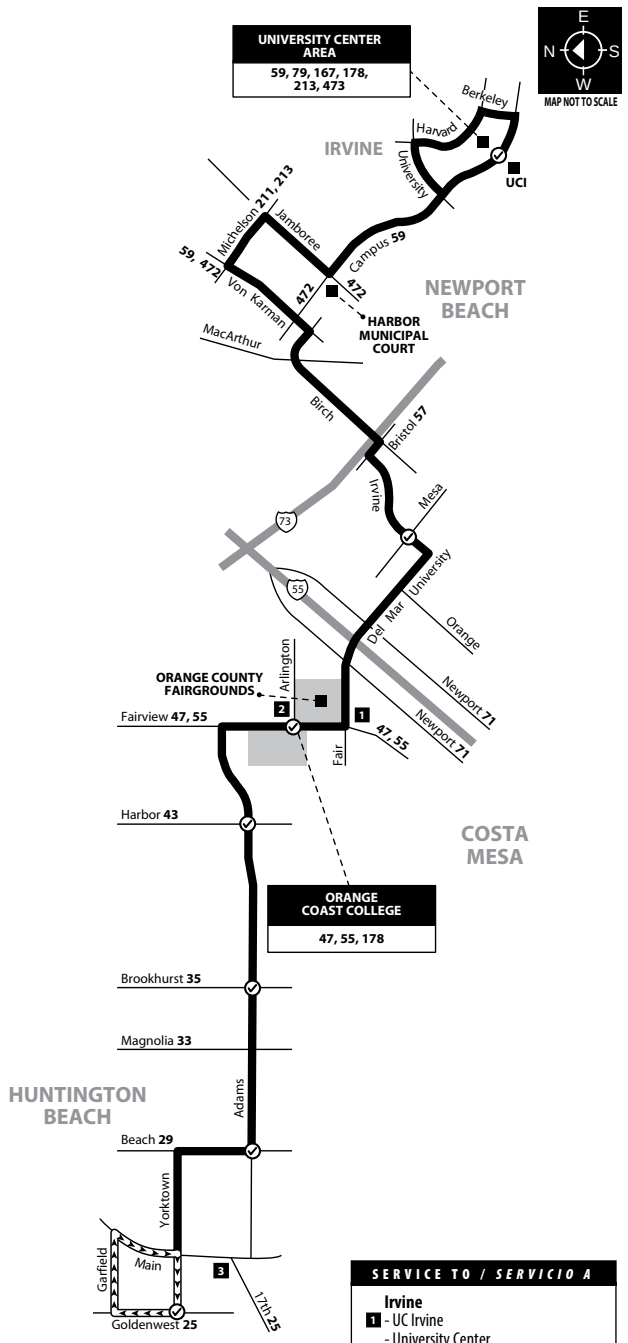
Kraemer & Coronado	Glassell & Lincoln	Orange Transportation Center	Grand & 17th	Santa Ana Regional Transp Center	Grand & Mc Fadden	Dyer & Pullman	Tustin Ranch & Park
6:56	7:00	7:13	7:23	7:29	7:38	7:51	7:59
7:55	7:59	8:12	8:22	8:28	8:37	8:50	8:58
8:54	8:58	9:11	9:21	9:27	9:36	9:49	9:57
9:53	9:57	10:11	10:23	10:29	10:38	10:50	11:01
10:43	10:47	11:01	11:13	11:19	11:28	11:40	11:51
11:33	11:37	11:51	**12:03**	**12:09**	**12:18**	**12:30**	**12:41**
12:28	**12:32**	**12:46**	**12:58**	**1:04**	**1:13**	**1:25**	**1:36**
1:23	**1:27**	**1:41**	**1:53**	**1:59**	**2:08**	**2:20**	**2:31**
2:18	**2:22**	**2:36**	**2:48**	**2:54**	**3:03**	**3:15**	**3:26**
3:13	**3:17**	**3:31**	**3:43**	**3:49**	**3:58**	**4:10**	**4:21**
4:08	**4:12**	**4:26**	**4:38**	**4:44**	**4:53**	**5:05**	**5:16**
5:03	**5:07**	**5:21**	**5:33**	**5:39**	**5:48**	**6:00**	**6:11**
5:58	**6:02**	**6:16**	**6:28**	**6:34**	**6:43**	**6:55**	**7:06**
6:53	**6:56**	**7:08**	**7:17**	**7:22**	**7:31**	**7:41**	**7:51**
7:48	**7:51**	**8:03**	**8:12**	**8:17**	**8:26**	**8:36**	**8:46**
8:38	**8:41**	**8:53**	**9:02**	**9:07**	**9:16**	**9:26**	**9:36**
9:34	**9:37**	**9:49**	**9:58**	**10:03**	**10:12**	**10:22**	**10:32**

Operates Saturday Only.
Unicamente Los Sabados.

178 Huntington Beach to Irvine

via Adams Ave / Birch St / Campus Dr

NOTE: No weekend service.
***NOTA:** No hay servicio los fines de semana.*



LEGEND / *LEYENDA*

- Scheduled Departure
- Regular Routing
- Eastbound Only
- 1 Middle or High School

Numbers on streets indicate transfers.
Números en la calle indican transbordos.

SERVICE TO / *SERVICIO A*

Irvine
1 - UC Irvine
- University Center
- Mariposa Villa

Costa Mesa
- Orange Coast College
2 - Costa Mesa High School
- Vanguard University
- Orange County Fairgrounds
- Costa Mesa Civic Center

Huntington Beach
3 - Huntington Beach High School
- Huntington Beach Civic Center
- Seacliff Village Center

Route 178/090517

Monday - Friday
EASTBOUND To: Irvine

Yorktown & Goldenwest	Adams & Beach	Adams & Brookhurst	Adams & Harbor	Fairview & Arlington	Irvine & Mesa	University Center
5:10	5:22	5:27	5:34	5:38	5:46	6:06
6:15	6:27	6:32	6:39	6:43	6:51	7:11
7:21	7:34	7:41	7:49	7:54	8:03	8:25
8:41	8:54	9:01	9:09	9:14	9:23	9:45
9:51	10:04	10:11	10:19	10:24	10:33	10:55
11:12	11:25	11:32	11:39	11:43	11:51	**12:11**
12:22	**12:35**	**12:42**	**12:49**	**12:53**	**1:01**	**1:21**
1:32	**1:45**	**1:52**	**1:59**	**2:03**	**2:11**	**2:31**
2:42	**2:55**	**3:02**	**3:09**	**3:13**	**3:21**	**3:41**
3:52	**4:05**	**4:12**	**4:19**	**4:23**	**4:31**	**4:51**
5:12	**5:25**	**5:32**	**5:39**	**5:43**	**5:51**	**6:11**
6:24	**6:37**	**6:42**	**6:49**	**6:52**	**7:00**	**7:17**
7:47	**7:59**	**8:03**	**8:09**	**8:12**	**8:19**	**8:34**
9:07	**9:19**	**9:23**	**9:29**	**9:32**	**9:39**	**9:54**

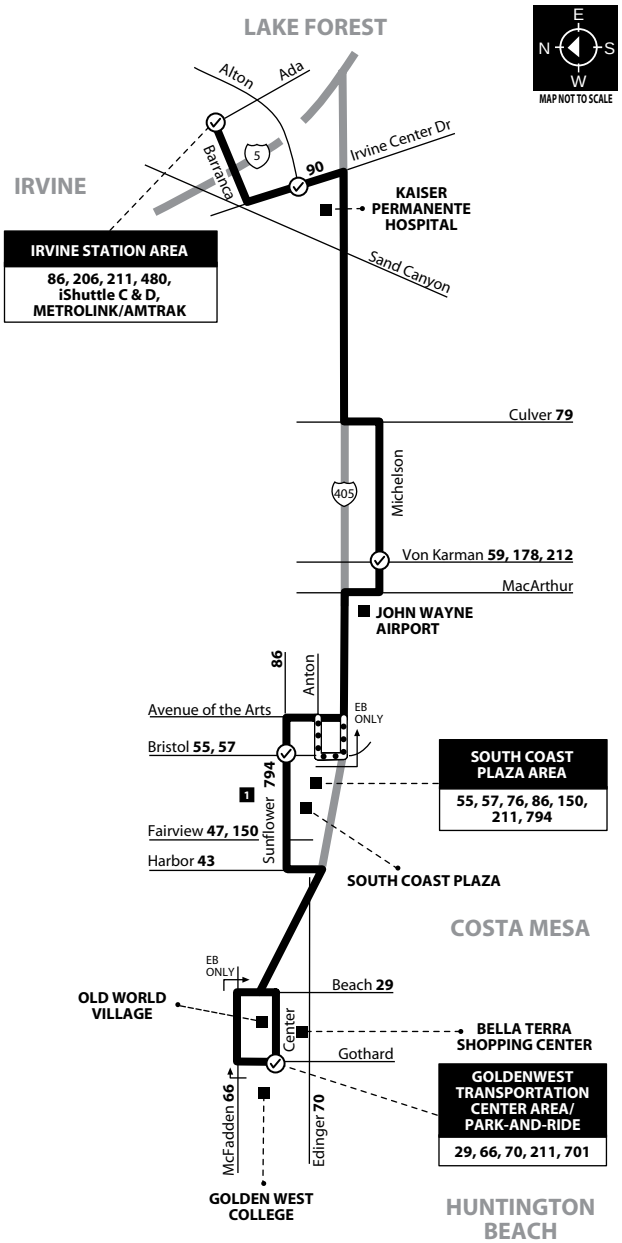
Monday - Friday
WESTBOUND To: Huntington Beach

University Center	Irvine & Mesa	Fairview & Arlington	Adams & Harbor	Adams & Brookhurst	Adams & Beach	Yorktown & Goldenwest
5:07	5:24	5:31	5:35	5:41	5:48	5:53
6:17	6:34	6:41	6:45	6:51	6:58	7:03
7:27	7:52	8:00	8:05	8:12	8:18	8:25
8:37	9:02	9:10	9:15	9:22	9:28	9:35
9:56	10:21	10:30	10:35	10:42	10:50	10:57
11:06	11:31	11:40	11:45	11:52	**12:00**	**12:07**
12:21	**12:46**	**12:55**	**1:00**	**1:07**	**1:15**	**1:22**
1:31	**1:56**	**2:05**	**2:10**	**2:17**	**2:25**	**2:32**
2:41	**3:06**	**3:15**	**3:20**	**3:27**	**3:35**	**3:42**
3:51	**4:23**	**4:32**	**4:38**	**4:47**	**4:55**	**5:02**
5:01	**5:33**	**5:42**	**5:48**	**5:57**	**6:05**	**6:13**
6:22	**6:46**	**6:55**	**7:00**	**7:06**	**7:12**	**7:19**
7:32	**7:56**	**8:05**	**8:10**	**8:16**	**8:22**	**8:29**
8:57	**9:19**	**9:26**	**9:30**	**9:36**	**9:41**	**9:47**

211

Huntington Beach to Irvine Express
via 405 Fwy

NOTE: No weekend service.
NOTA: *No hay servicio los fines de semana.*



SERVICE TO / *SERVICIO A*

Irvine
- Irvine Station Area (Metrolink/Amtrak)
- Irvine Spectrum
- Kaiser Permanente Hospital

Costa Mesa
1 - Segerstrom High School
- South Coast Plaza
- South Coast Metro

Huntington Beach
- Bella Terra Shopping Center
- Golden West College
- Goldenwest Transportation Center

LEGEND / *LEYENDA*

- Scheduled Departure
- Regular Routing
- Eastbound Only
- 1 Middle or High School

iShuttle = Irvine Business Complex

Numbers on streets indicate transfers.
Números en la calle indican transbordos.

Route 211/010818

Monday - Friday
EASTBOUND To: Irvine

Goldenwest Transportation Center	Sunflower & Park Center	Michelson & Von Karmen	Irvine Center & Alton	Irvine Station
5:40	6:01	6:10	6:26	6:32
6:15	6:38	6:49	7:05	7:11
6:47	7:17	7:30	7:48	7:55
7:25	8:01	8:15	8:35	8:42
8:00	8:32	8:46	9:06	9:13
4:20	**4:43**	**4:56**	**5:14**	**5:20**
4:57	**5:21**	**5:36**	**6:00**	**6:06**
5:40	**6:05**	**6:20**	**6:40**	**6:45**
6:20	**6:45**	**6:59**	**7:19**	**7:24**

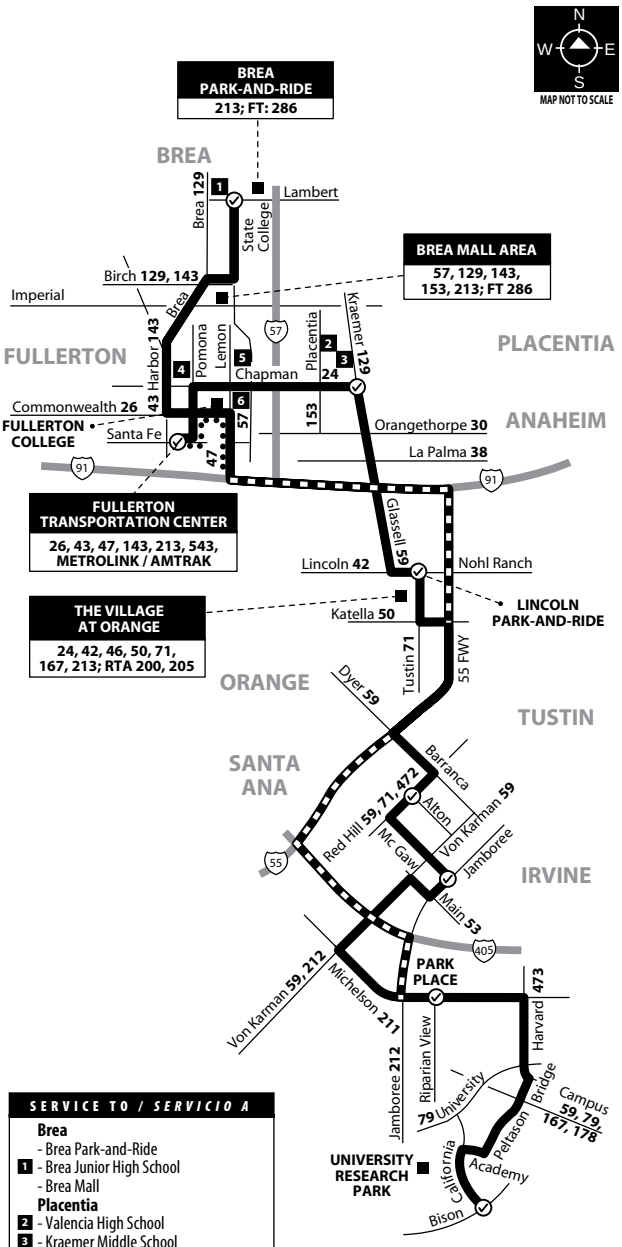
Monday - Friday
WESTBOUND To: Huntington Beach

Irvine Station	Irvine Center & Alton	Michelson & Von Karmen	Sunflower & Bristol	Goldenwest Transportation Center
6:20	6:26	6:41	6:50	7:10
6:53	6:59	7:18	7:30	7:50
7:30	7:37	8:01	8:12	8:32
8:05	8:12	8:36	8:47	9:07
3:24	**3:32**	**3:56**	**4:13**	**4:47**
4:07	**4:15**	**4:39**	**4:56**	**5:30**
4:49	**4:57**	**5:20**	**5:36**	**6:10**
5:30	**5:38**	**6:01**	**6:17**	**6:51**
6:16	**6:23**	**6:46**	**7:02**	**7:30**

NOTE: No weekend service.
***NOTA:** No hay servicio los fines de semana.*

Brea to Irvine Express
via 55 Fwy

213/A



SERVICE TO / *SERVICIO A*

Brea
- Brea Park-and-Ride
1 - Brea Junior High School
- Brea Mall

Placentia
2 - Valencia High School
3 - Kraemer Middle School

Fullerton
- Fullerton College
4 - Fullerton Union High School
5 - Troy High School
6 - Ladera Vista Junior High School
- Fullerton Transportation Center (Metrolink/Amtrak)

Anaheim
- Anaheim Canyon Business Center

Orange
- Lincoln Park-and-Ride
- The Village at Orange

Irvine
- Irvine Business Complex
- Park Place
- UC Irvine
- University Research Park

LEGEND / *LEYENDA*

- Scheduled Departure
- Regular Routing
- No Stops
- Operates Alternate Routing
- 1 Middle or High School

FT = Foothill Transit
RTA = Riverside Transit Agency
Numbers on streets indicate transfers.
Números en la calle indican transbordos.

Route 213/010818

Monday - Friday
SOUTHBOUND To: Irvine

	State College & Lambert	Fullerton Transportation Center	Kraemer & Chapman	Tustin & Lincoln	Red Hill & Alton **(F)**	Jamboree & McGaw **(F)**	Park Place **(F)**	California & Bison **(F)**	
	5:21	5:39	5:51	6:06	6:30	6:37	6:46	6:59	**AM**
	5:43	6:01	6:13	6:28	6:56	7:03	7:13	7:28	
	6:08	6:26	6:38	6:53	7:24	7:31	7:43	7:58	
A	6:13	6:31	.....	.....	.....	.....	7:09	7:22	

F = Times are approximate/*Los horarios son aproximados.*
A = Operates alternate routing/*Opera una ruta alternativa.*

Monday - Friday
NORTHBOUND To: Brea

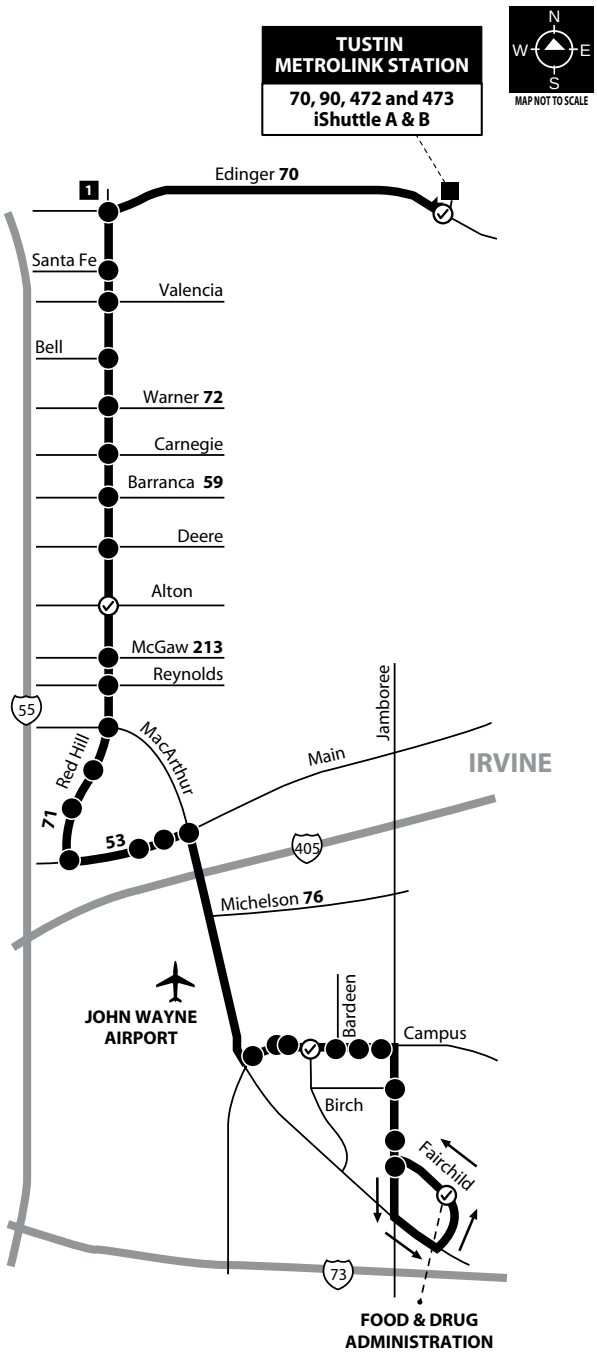
	California & Bison	Park Place	McGaw & Jamboree	Red Hill & Alton	Lincoln & Tustin	Chapman & Kraemer	Fullerton Transportation Center **(F)**	State College & Lambert **(F)**	
	4:08	**4:24**	**4:35**	**4:44**	**5:23**	**5:38**	**5:53**	**6:16**	**PM**
A	**4:13**	**4:25**	.....	.....	.....	.....	**5:08**	**5:31**	
	4:33	**4:47**	**4:59**	**5:07**	**5:49**	**6:03**	**6:16**	**6:38**	
	5:08	**5:25**	**5:43**	**5:52**	**6:24**	**6:37**	**6:50**	**7:12**	

F = Times are approximate/*Los horarios son aproximados.*
A = Operates alternate routing/*Opera una ruta alternativa.*

Tustin Metrolink Station to Irvine Business Complex

via Edinger Ave / Red Hill Ave / Campus Dr / Jamboree Rd

472



SERVICE TO / *SERVICIO A*

Tustin
1 - A.G. Currie Middle School
- Tustin Station (Metrolink)
Irvine
- John Wayne Airport
- Food and Drug Administration

LEGEND / *LEYENDA*

- Scheduled Departure
- OCTA Bus Stop Locations
- 1 Middle or High School

Numbers on streets indicate transfers.
Números en la calle indican transbordos.

Route 472/090617

Monday - Friday
SOUTHBOUND To: Newport Beach

Tustin Metrolink Station	Red Hill & Alton (F)	Campus & Von Karman (F)	Food and Drug Administrations (F)	
6:09	6:20	6:32	6:38	**AM**
6:44	6:55	7:07	7:13	
7:18	7:30	7:44	7:50	
7:28	7:40	7:54	8:00	
7:51	8:03	8:17	8:23	
8:34	8:46	8:59	9:06	

F = Times are approximate/*Los horarios son aproximados.*

Monday - Friday
NORTHBOUND To: Tustin Metrolink Station

Food and Drug Administration	Campus & Von Karman	Red Hill & Alton	Tustin Metrolink Station	
3:29	**3:35**	**3:48**	**4:00**	**PM**
3:39	**3:45**	**3:58**	**4:10**	
4:04	**4:11**	**4:26**	**4:37**	
4:38	**4:45**	**5:00**	**5:11**	
4:48	**4:55**	**5:10**	**5:21**	

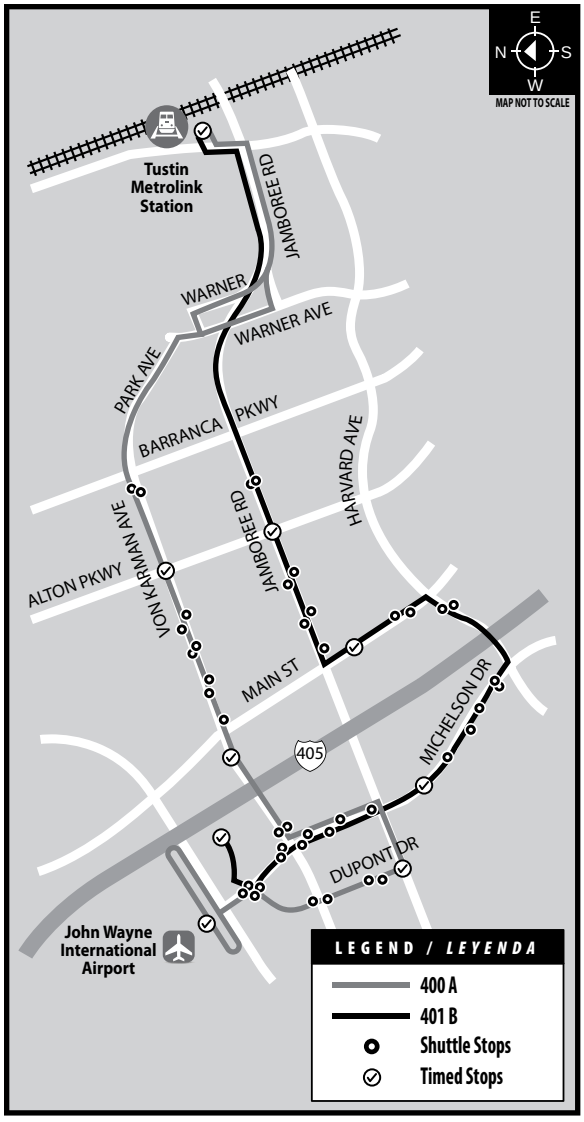
NOTE: Limited Stop Service. No service on weekends, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day or New Years Day.Routing and times subject to change.

Stationlink buses are scheduled to meet selected Metrolink trains. Morning buses are scheduled to depart when all passengers from the arriving train are on board. When meeting more than one train, Stationlink buses must wait for the last train's arrival before departing. Afternoon buses are scheduled to arrive a few minutes before the departing train. Stationlink passengers must present fare media to the coach operator each time they board the bus.

NOTA: *Servicio de paradas limitadas. No hay servicio los fines de semana, Día de los Caídos, Día de la Independencia, Día del Trabajador, Día de Acción de Gracias, Navidad o Año Nuevo. Rutas y horarios sujetos a cambios.*

Los autobuses de Stationlink están programados para coincidir con trenes seleccionados. Por la mañana, los autobuses de Stationlink están programados para salir una vez que hayan subido todos los pasajeros del tren que llega. Cuando coinciden con más de un tren, los autobuses de Stationlink deben esperar la llegada del último tren antes de salir. Por la tarde, los autobuses están programados para llegar unos minutos antes del tren que sale. Los pasajeros de Stationlink deben presentar su medio de tarifa al operador cada vez que suben al autobús.

iShuttle Route 400A & 401B



400A

Monday - Friday
SOUTHBOUND To:
John Wayne Airport

Tustin Metrolink Station	Von Karman & Alton	Von Karman & Main	Jamboree & Dupont	John Wayne Airport (Lower Level)
6:09	6:18	6:22	6:27	6:35
6:44	6:53	6:57	7:02	7:10
7:18	7:27	7:31	7:36	7:44
7:28	7:37	7:41	7:46	7:54
7:51	8:00	8:04	8:09	8:17
8:05	8:14	8:18	8:23	8:31
8:34	8:43	8:47	8:52	9:00
9:00	9:09	9:13	9:18	9:26
3:49	**3:58**	**4:02**	**4:07**	**4:15**
4:24	**4:33**	**4:37**	**4:42**	**4:50**
4:46	**4:55**	**4:59**	**5:04**	**5:12**
4:53	**5:02**	**5:06**	**5:14**	**5:24**
5:21	**5:30**	**5:34**	**5:39**	**5:47**
5:34	**5:43**	**5:47**	**5:52**	**6:00**
5:52	**6:01**	**6:05**	**6:10**	**6:18**
6:50	**6:59**	**7:03**	**7:08**	**7:16**

400A

Monday - Friday
NORTHBOUND To:
Tustin Station

John Wayne Airport (Lower Level)	Jamboree & Dupont	Von Karman & Morse	Von Karman & Alton	Tustin Metrolink Station
5:35	5:41	5:46	5:50	6:00
6:05	6:11	6:16	6:20	6:30
6:40	6:46	6:51	6:55	7:05
6:53	6:59	7:04	7:08	7:18
7:30	7:36	7:41	7:45	7:55
7:53	7:59	8:04	8:08	8:18
8:26	8:32	8:37	8:41	8:51
3:20	**3:26**	**3:31**	**3:35**	**3:45**
3:33	**3:39**	**3:44**	**3:48**	**3:58**
3:44	**3:50**	**3:55**	**3:59**	**4:09**
4:18	**4:24**	**4:29**	**4:33**	**4:43**
4:43	**4:49**	**4:54**	**4:58**	**5:08**
4:50	**4:56**	**5:01**	**5:05**	**5:15**
5:17	**5:23**	**5:28**	**5:32**	**5:42**
6:13	**6:19**	**6:24**	**6:28**	**6:38**

401B

Monday - Friday
SOUTHBOUND To:
Business Center Dr.

Tustin Metrolink Station	Jamboree & Alton	Main & Park Plaza	Michelson & Carlson	2101 Business Center
6:09	6:16	6:20	6:27	6:32
6:44	6:51	6:55	7:02	7:07
7:18	7:25	7:29	7:36	7:41
7:28	7:35	7:39	7:46	7:51
7:51	7:58	8:02	8:09	8:14
8:05	8:12	8:16	8:23	8:28
8:34	8:41	8:45	8:52	9:02
9:00	9:07	9:11	9:18	9:28
2:40	**2:47**	**2:51**	**2:58**	**3:03**
3:49	**3:56**	**4:00**	**4:07**	**4:12**
4:24	**4:31**	**4:35**	**4:42**	**4:47**
4:46	**4:53**	**4:57**	**5:04**	**5:09**
4:53	**5:00**	**5:04**	**5:14**	**5:21**
5:21	**5:28**	**5:32**	**5:39**	**5:44**
5:34	**5:41**	**5:45**	**5:52**	**5:57**
5:52	**5:59**	**6:03**	**6:10**	**6:15**
6:50	**6:57**	**7:01**	**7:08**	**7:13**
7:31	**7:38**	**7:42**	**7:49**	**7:54**

401B

Monday - Friday
NORTHBOUND To:
Tustin Station

2101 Business Center	Michelson & Carlson	Main & Park Plaza	Jamboree & Alton	Tustin Metrolink Station
6:42	6:47	6:53	6:57	7:05
6:55	7:00	7:06	7:10	7:18
7:32	7:37	7:43	7:47	7:55
7:55	8:00	8:06	8:10	8:18
8:28	8:33	8:39	8:43	8:51
3:11	**3:16**	**3:22**	**3:26**	**3:34**
3:35	**3:40**	**3:46**	**3:50**	**3:58**
3:46	**3:51**	**3:57**	**4:01**	**4:09**
4:19	**4:24**	**4:30**	**4:34**	**4:42**
4:20	**4:25**	**4:31**	**4:35**	**4:43**
4:45	**4:50**	**4:56**	**5:00**	**5:08**
4:52	**4:57**	**5:03**	**5:07**	**5:15**
5:19	**5:24**	**5:30**	**5:34**	**5:42**
6:15	**6:20**	**6:26**	**6:30**	**6:38**
6:56	**7:01**	**7:07**	**7:11**	**7:19**

iShuttle Fares

$1.00	Peak Commute Hours
FREE	Riders Presenting Valid Metrolink Pass/Ticket
FREE	Riders Presenting Valid OCTA Pre-paid Day Pass or Multi-day Pass
$5.00	Pre-Paid 10-Ride Card (Available for purchase from shuttle driver)

Routing and times are subject to change. For current schedules and additional information, please visit www.ocbus.com