

# **Attachment D**

Acacia Atrium Medical Office Condos Traffic Impact Analysis prepared by  
Ganddini Group, Inc., dated June 20, 2025

# **ACACIA ATRIUM MEDICAL OFFICE CONDOS TRAFFIC IMPACT ANALYSIS**

City of Newport Beach

June 20, 2025



Traffic Engineering • Transportation Planning • Parking • Noise & Vibration  
Air Quality • Global Climate Change • Health Risk Assessment

# ACACIA ATRIUM MEDICAL OFFICE CONDOS TRAFFIC IMPACT ANALYSIS

City of Newport Beach

June 20, 2025

*prepared by*

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Project No. 19822

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# EXECUTIVE SUMMARY

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The purpose of this study is to evaluate the potential for transportation impacts resulting from development of the proposed project in the context of the City of Newport Beach's discretionary authority for conformance with locally established operational standards. Although this is a technical report, effort has been made to write the report clearly and concisely. A glossary is provided in Appendix A to assist the reader with terms related to transportation engineering.

This study was prepared in consultation with City of Newport Beach staff and in accordance with the procedures and methodologies for assessing transportation impacts established by the City of Newport Beach. To assess the project's conformance with local operational standards, this study evaluates the project's effect on traffic operations in accordance with the City's Traffic Phasing Ordinance (TPO) and, if necessary, identifies recommended improvements or corrective measures to alleviate operational deficiencies substantially caused or worsened by the proposed project. In addition to existing (2024) conditions, this report analyzes forecast traffic conditions for year 2027 (one year after project opening).

## *Project Description*

The 1.34-acre project site is addressed at 20280 Acacia Street, generally situated between Orchard Drive and Mesa Drive, east of Acacia Street, in the City of Newport Beach, California. The project site is currently developed with an existing 27,931 square foot office building.

The proposed project involves converting the existing office building into to medical-office use. Vehicular access is proposed to be maintained at Acacia Street via the existing full access project driveway. The proposed project is anticipated to be fully operational by year 2026.

## *Existing Conditions*

The study intersections currently operate at Levels of Service D or better during the peak hours for Existing (2024) conditions.

## *Project Trip Generation*

The existing project site land use is estimated to generate approximately 303 daily trips, including 42 trips during the AM peak hour and 41 trips during the PM peak hour. The proposed project site land use is forecast to generate approximately 1,006 daily trips, including 86 trips during the AM peak hour and 110 trips during the PM peak hour. Therefore, the proposed project is forecast to result in a net increase of approximately 703 net new daily trips, including 44 net new trips during the AM peak hour and 69 net new trips during the PM peak hour.

## *TPO Impact Analysis*

The addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no Level of Service impacts at the study intersections for TPO Year 2027 With Project conditions and no improvements are required.

## *Congestion Management Program (CMP)*

Since the proposed project has indirect access to a CMP facility (e.g., MacArthur Boulevard or Jamboree Road) and is forecast to generate less than 2,400 net new daily trips, the proposed project does not satisfy the criteria for preparation of a separate CMP impact analysis.

# 1. INTRODUCTION

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This section describes the project location, project description, study area, and analysis scenarios.

## PROJECT DESCRIPTION

The 1.34-acre project site is addressed at 20280 Acacia Street, generally situated between Orchard Drive and Mesa Drive, east of Acacia Street, in the City of Newport Beach, California. The project site is currently developed with an existing 27,931 square foot office building. Figure 1 shows the project location map.

The proposed project involves converting the existing office building into to medical-office use. Vehicular access is proposed to be maintained at Acacia Street via the existing full access project driveway. The proposed project is anticipated to be fully operational by year 2026. Figure 2 illustrates the project site plan.

## STUDY AREA

Based on scoping discussions with City of Newport Beach staff, the study area consists of the following study intersections within the City of Newport Beach, four of which share jurisdiction with the City of Irvine or County of Orange:

Study Intersections <sup>1</sup>	Jurisdiction
1. MacArthur Boulevard (NS) at Jamboree Road (EW)	Newport Beach/Irvine
2. Campus Drive (NS) at Bristol Street North (EW)	Newport Beach
3. Irvine Avenue/Campus Drive (NS) at Bristol Street South (EW)	Newport Beach
4. Birch Street (NS) at Bristol Street North (EW)	Newport Beach
5. Birch Street (NS) at Bristol Stret South (EW)	Newport Beach
6. Jamboree Road (NS) at Bristol Street North (EW)	Newport Beach
7. Jamboree Road (NS) at Bristol Street South (EW)	Newport Beach
8. Irvine Avenue (NS) at Orchard Drive (EW)	Newport Beach
9. Birch Street (NS) at Orchard Drive (EW)	Newport Beach
10. Mesa Drive (NS) at Birch Street (EW)	Newport Beach
11. Acacia Street (NS) at Birch Street (EW)	Newport Beach
12. Irvine Avenue (NS) at Mesa Drive (EW)	Newport Beach/Orange County
13. Irvine Avenue (NS) at University Drive (EW)	Newport Beach/Orange County

## ANALYSIS SCENARIOS

In accordance with the City of Newport Beach Traffic Phasing Ordinance (TPO), this traffic report evaluates the following analysis scenarios based on one year after the anticipated project opening year:

- a) Existing (2024) Conditions;
- b) TPO Year 2027 Without Project; and
- c) TPO Year 2027 With Project

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<sup>1</sup> (NS) = North-South roadway; (EW) = East-West roadway



Legend  
 # Study Intersection

**Figure 1**  
**Project Location Map**



## 2. METHODOLOGY

---

This section discusses the analysis methodologies used to assess transportation facility performance as adopted by the respective jurisdictional agencies.

### TRAFFIC PHASING ORDINANCE ANALYTICAL METHODOLOGY

To establish consistency with the City of Newport Beach General Plan and other City requirements, all proposed land use projects generating 300 or more daily trips are required to prepare a Level of Service analysis for transportation impacts consistent with Chapter 15.40 (Traffic Phasing Ordinance) of the City of Newport Beach Municipal Code. The TPO requires assessment of development project impacts on the City's arterial circulation system based on the Intersection Capacity Utilization (ICU) methodology.

#### **Intersection Capacity Utilization Methodology**

In accordance with City of Newport Beach requirements, level of service analysis of signalized intersections is based on the ICU methodology. The ICU methodology compares the volume of traffic using the intersection to the capacity of the intersection. The resulting volume-to-capacity (V/C) ratio represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. The volume-to-capacity ratio is then correlated to a performance measure known as level of service based on the following thresholds:

Level of Service	Volume/Capacity Ratio
A	≤ 0.60
B	> 0.60 to ≤ 0.70
C	> 0.70 to ≤ 0.80
D	> 0.80 to ≤ 0.90
E	> 0.90 to ≤ 1.00
F	> 1.00

Source: Transportation Research Board, Interim Materials on Highway Capacity, Transportation Research Circular No. 212, January 1980.

Level of service is used to qualitatively describe the performance of a roadway facility, ranging from Level of service A (free-flow conditions) to Level of Service F (extreme congestion and system failure).

The ICU and Level of Service calculations for this study were performed using the Traffix software. In accordance with City of Newport Beach TPO requirements, the ICU calculations assume a lane capacity of 1,600 vehicles per hour per lane and no factor for yellow time. The project-related increase in ICU is rounded to three decimal places and then rounded to two decimal places.

#### **Performance Standards**

The City of Newport Beach has established Level of Service D as the minimum acceptable Level of Service for its arterial roadway system, except at the following locations where Level of Service E or better is acceptable:

- Any intersection in the Airport Area shared with City of Irvine;
- Dover Drive at Coast Highway; and
- Any intersections in Corona Del Mar.

### **Substantial Operational Deficiency Criteria**

In accordance with the City's TPO, the following criteria are used to determine if a proposed project will result in a substantial Level of Service impact and is required to provide improvements/corrective measures:

- A substantial project impact is defined to occur if the addition of project-generated trips is forecast to cause/worsen a deficient intersection operation (generally Level of Service E or F) and increase the intersection capacity utilization by one percent or more of capacity (i.e., V/C increases by 0.010 or more).

If a project is forecast to cause or worsen a substantial Level of Service impact, the project must construct or provide funding for improvements, to the extent feasible, such that the project-related increase in capacity utilization does not exceed the City-established criteria.

### 3. EXISTING CONDITIONS

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This section describes the existing transportation setting in the project vicinity.

#### EXISTING ROADWAY SYSTEM

Figure 3 identifies the lane geometry and intersection traffic controls for existing conditions based on a field survey of the study area. Regional access to the project area is provided by the San Joaquin Hills Corridor (State Route 73) freeway north of the project site running between Bristol Street North and Bristol Street South. The key north-south roadways providing local circulation are Irvine Avenue, Campus Drive, Acacia Street, Birch Street, MacArthur Boulevard, and Jamboree Road. The key east-west roadways providing local circulation are Bristol Street North, Bristol Street South, Orchard Drive, Mesa Drive, and University Drive.

#### PEDESTRIAN FACILITIES

Existing pedestrian facilities in the project vicinity are shown on Figure 4.

#### BICYCLE ROUTES

On-street bicycle facilities are provided in the project area along Irvine Avenue. Irvine Avenue near the project site has Class II Bike Lane (On-Road Striped). Also, Irvine Avenue (east side) from Orchard Avenue to Bristol Street allows bicycle riding on the sidewalk. Roadways that provide on-street bicycle facilities near the project site include Campus Drive, Bristol Street North, Bristol Street South, Birch Street, and Mesa Drive.

#### TRANSIT FACILITIES

Figure 5 shows the existing transit routes available in the project vicinity. As shown on Figure 5, Orange County Transportation Authority Community Route 178 services University Drive, Irvine Avenue, Bristol Street, and Birch Street near the project site.

#### GENERAL PLAN CONTEXT

Figure 6 shows the City of Newport Beach General Plan Master Plan of Streets and Highways roadway classifications map. This figure shows the nature and extent of arterial and collector highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The City of Newport Beach General Plan roadway cross-sections are depicted on Figure 7.

#### EXISTING TRAFFIC VOLUMES

Existing peak hour intersection volumes were developed from intersection turning movement counts collected in February, March, May, July, and October 2024 during typical weekday AM and PM peak periods of commuter traffic. The AM peak period was counted between 7:00 AM and 9:00 AM and the PM peak period was counted between 4:00 PM and 6:30 PM. The actual peak hour within the peak period is the four consecutive 15-minute periods with the highest total volume of all approaches. Thus, the PM peak hour at one intersection may occur at 4:45 PM to 5:45 PM if those four consecutive 15-minute periods have the highest combined volume. Count worksheets are provided in Appendix B.

Based on the project's application date, existing volume and Level of Service conditions were established for year 2024. Thus, the traffic counts collected in 2024 are indicative of existing year 2024 conditions and no adjustments are necessary.

Figure 8 and Figure 9 show the Existing AM peak hour and PM peak hour intersection turning movement volumes.

### **EXISTING INTERSECTION LEVEL OF SERVICE**

Existing intersection Levels of Service are summarized in Table 1. Detailed Level of Service worksheets are provided in Appendix C.

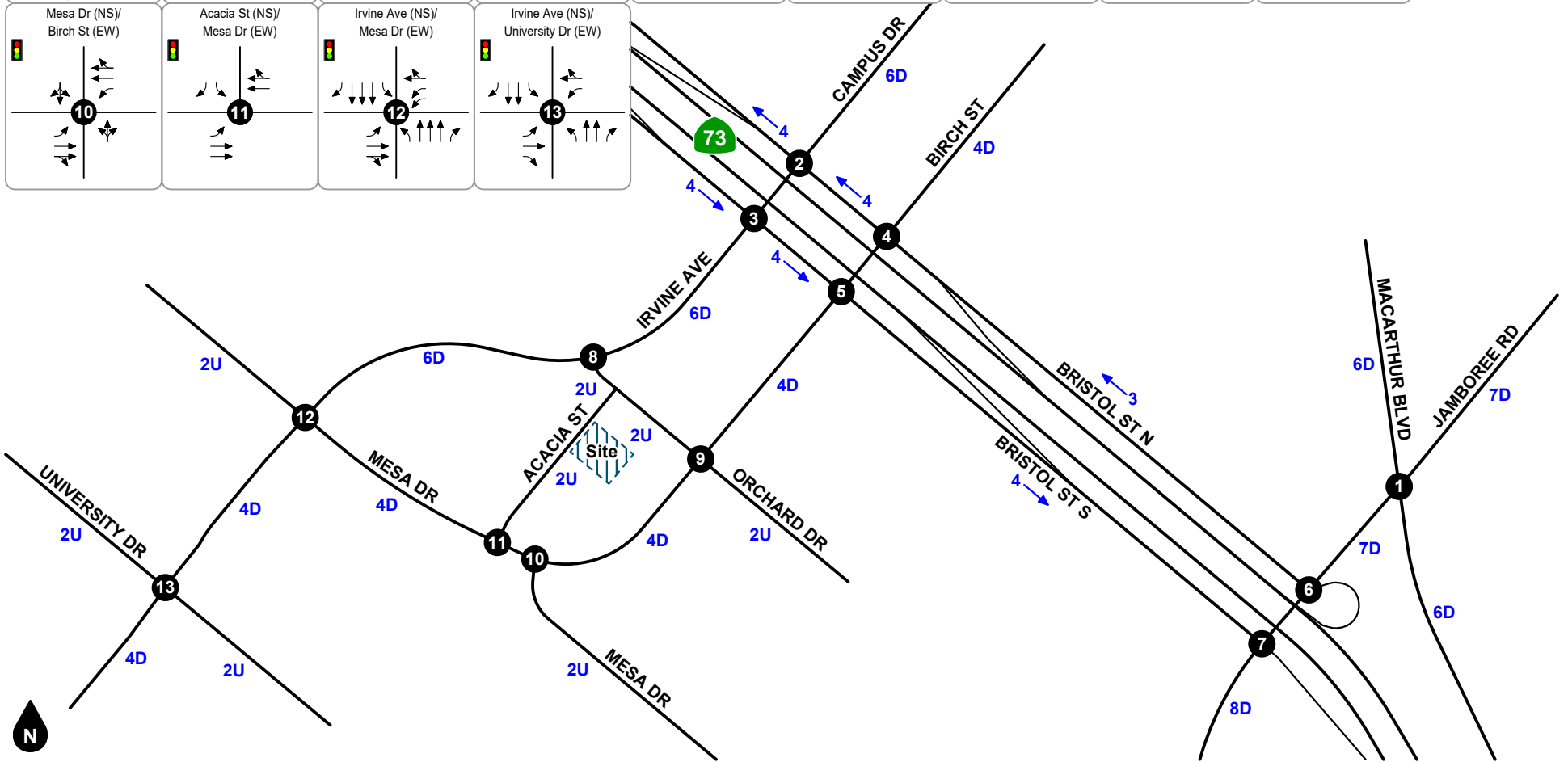
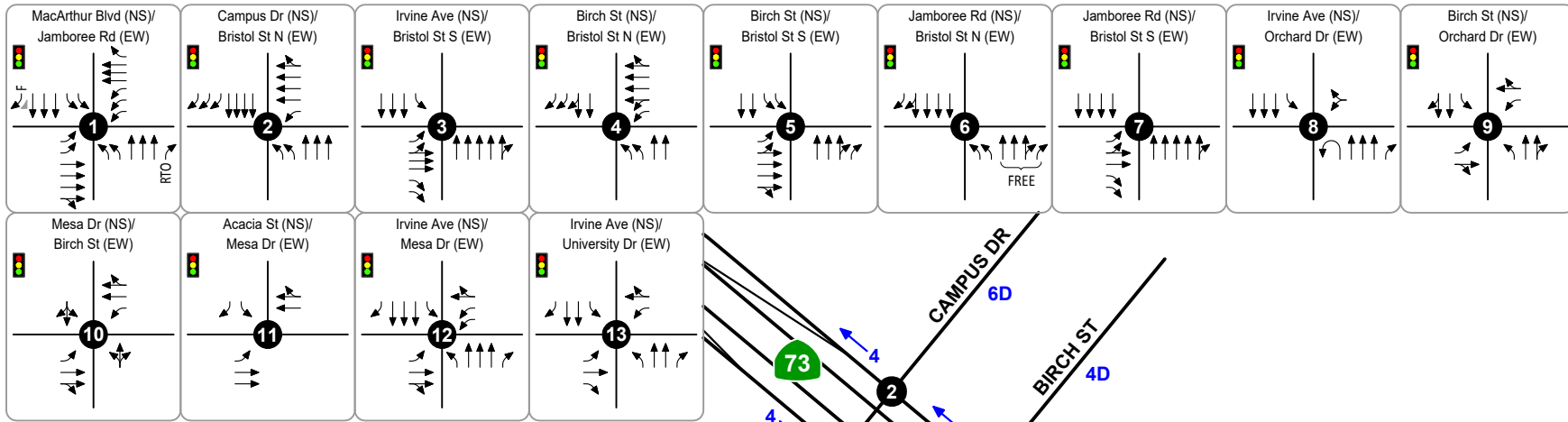
As shown in Table 1, the study intersections currently operate at Levels of Service D or better during the peak hours for Existing (2024) conditions.

**Table 1  
Existing (2024) Intersection Levels of Service**

ID	Study Intersection	Traffic Control <sup>1</sup>	AM Peak Hour		PM Peak Hour	
			V/C <sup>2</sup>	LOS <sup>3</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>
1.	MacArthur Blvd (NS) at Jamboree Rd (EW) <sup>4</sup>	TS	0.47	A	0.52	A
2.	Campus Dr (NS) at Bristol St North (EW)	TS	0.40	A	0.53	A
3.	Irvine Ave/Campus Dr (NS) at Bristol St South (EW)	TS	0.56	A	0.45	A
4.	Birch St (NS) at Bristol St North (EW)	TS	0.50	A	0.50	A
5.	Birch St (NS) at Bristol St South (EW)	TS	0.38	A	0.35	A
6.	Jamboree Rd (NS) at Bristol St North (EW)	TS	0.32	A	0.39	A
7.	Jamboree Rd (NS) at Bristol St South (EW)	TS	0.59	A	0.54	A
8.	Irvine Ave (NS) at Orchard Dr (EW)	TS	0.29	A	0.43	A
9.	Birch St (NS) at Orchard Dr (EW)	TS	0.24	A	0.30	A
10.	Mesa Dr (NS) at Birch St (EW)	TS	0.18	A	0.22	A
11.	Acacia St (NS) at Birch St (EW)	TS	0.14	A	0.22	A
12.	Irvine Ave (NS) at Mesa Dr (EW)	TS	0.36	A	0.45	A
13.	Irvine Ave (NS) at University Dr (EW)	TS	0.54	A	0.57	A

Notes:

- (1) TS = Traffic Signal
- (2) V/C = Volume/Capacity
- (3) LOS = Level of Service
- (4) Level of Service E is acceptable; shared jurisdiction with City of Irvine.



- Legend**
- Traffic Signal
  - #D #-Lane Divided Roadway
  - #U #-Lane Undivided Roadway
  - Existing Lane
  - RTO Right Turn Overlap
  - FREE Free Movement Lane

**Figure 3**  
Existing Lane Geometry and Intersection Traffic Controls



- Legend
- Sidewalk
  - Cross Walk
  - B Bus Stop

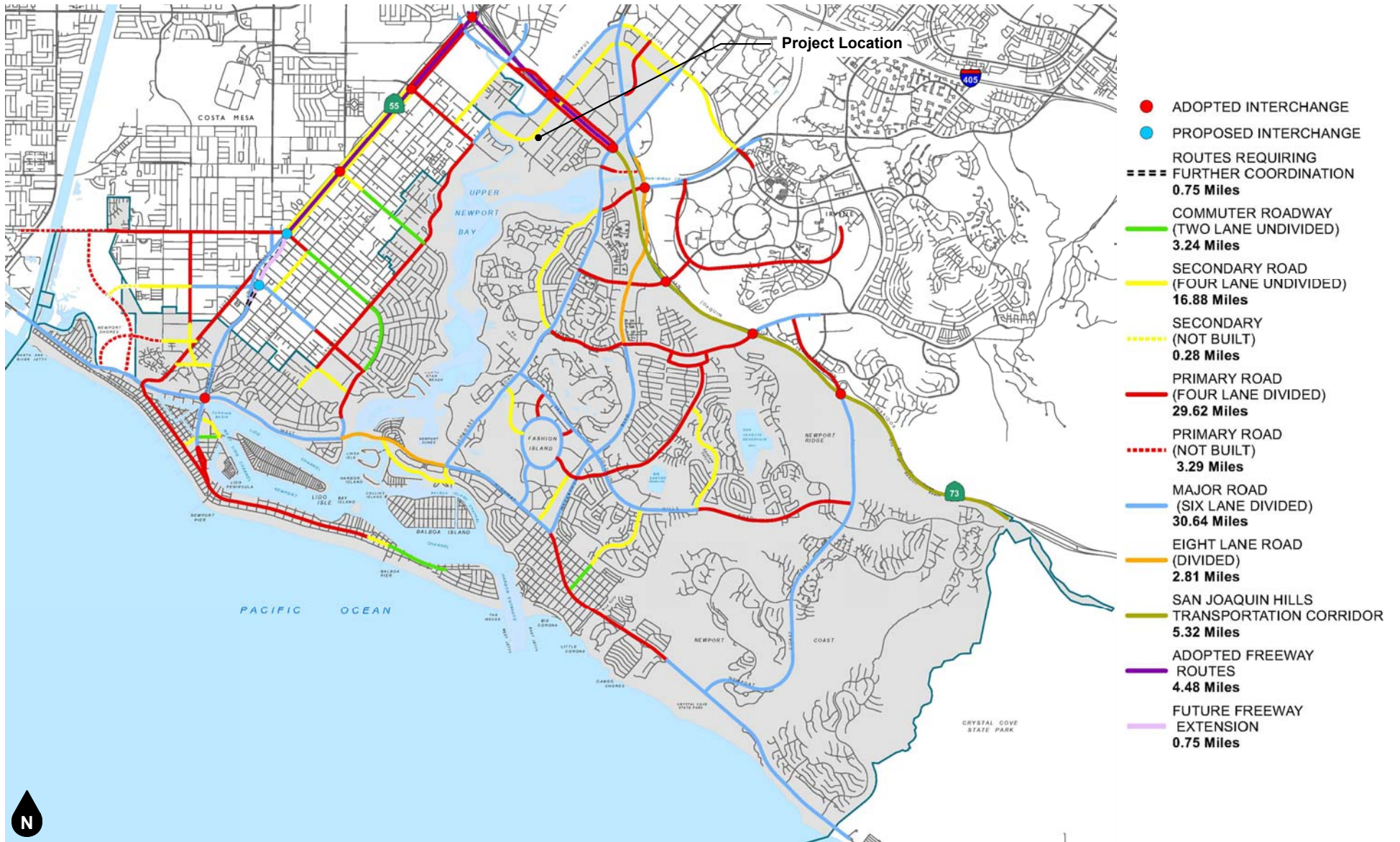
**Figure 4**  
**Existing Pedestrian Facilities**



**Figure 5**  
**Orange County Transportation Authority System Map**

Source: Orange County Transportation Authority



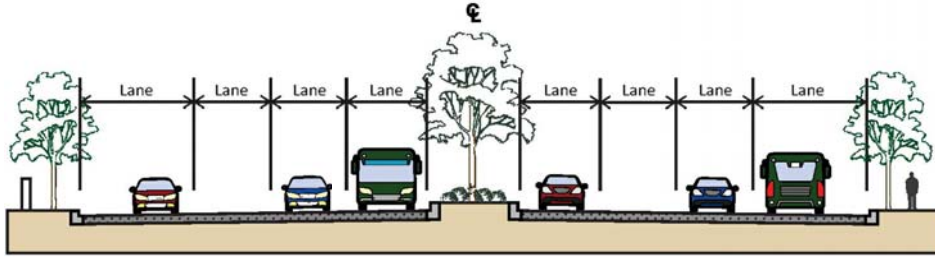


**Figure 6**  
**City of Newport Beach General Plan Master Plan of Streets and Highways**

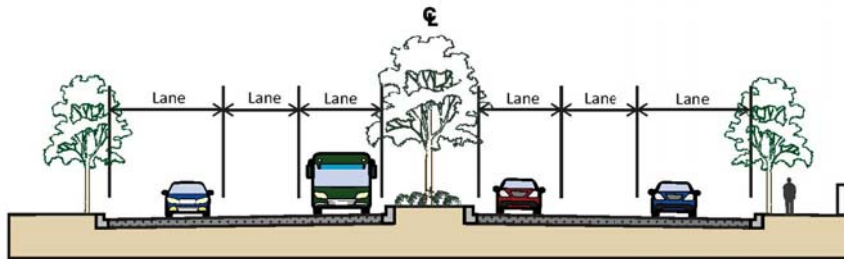
Source: City of Newport Beach



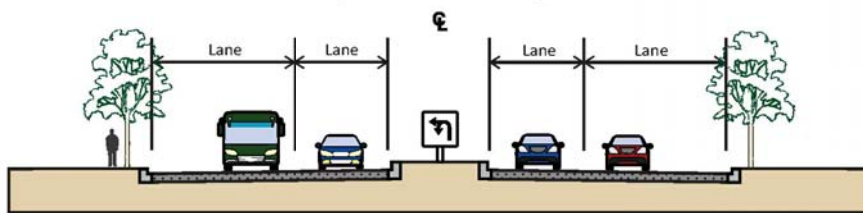
**PRINCIPAL - 144'**  
**(8 Lanes Divided)**



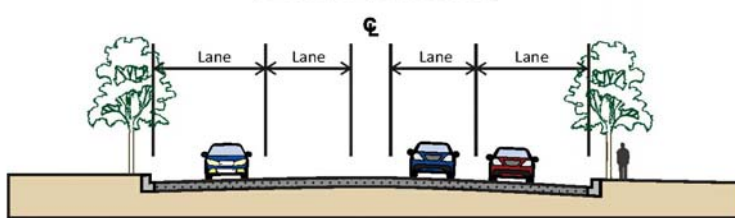
**MAJOR - 128'**  
**(6 Lanes Divided)**



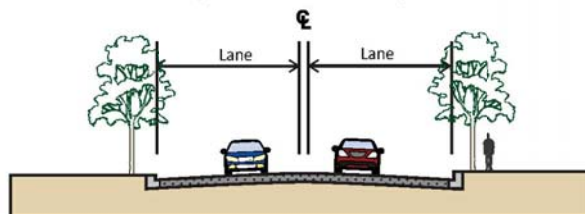
**PRIMARY - 104'**  
**(4 Lanes Divided)**



**SECONDARY - 84'**  
**(4 Lanes Undivided)**



**COMMUTER - 60'**  
**(2 Lanes Divided)**



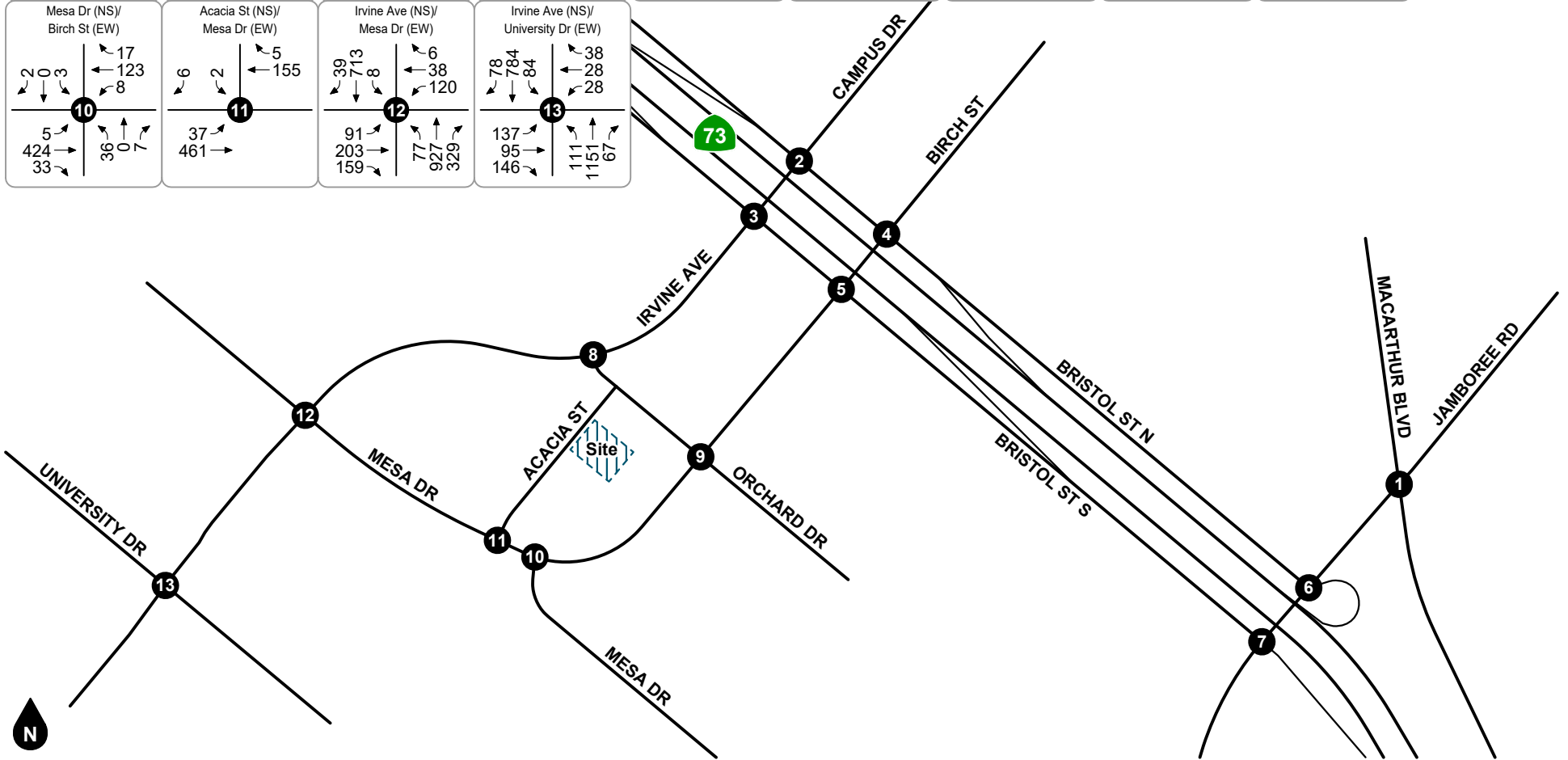
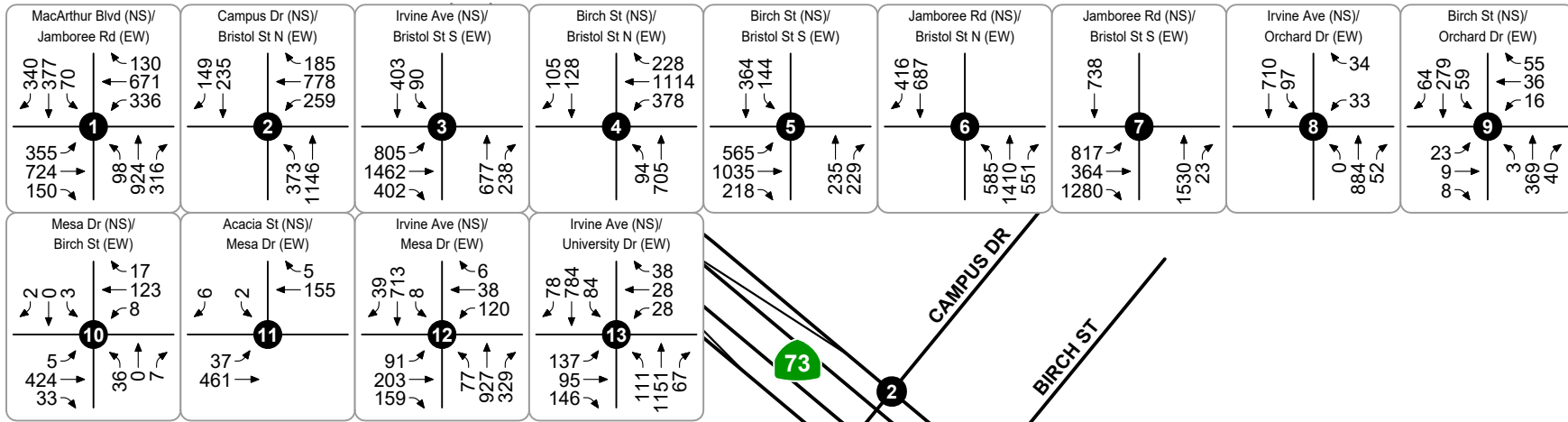
**Figure 7**

**City of Newport Beach General Plan Roadway Cross-Sections**

Source: City of Newport Beach

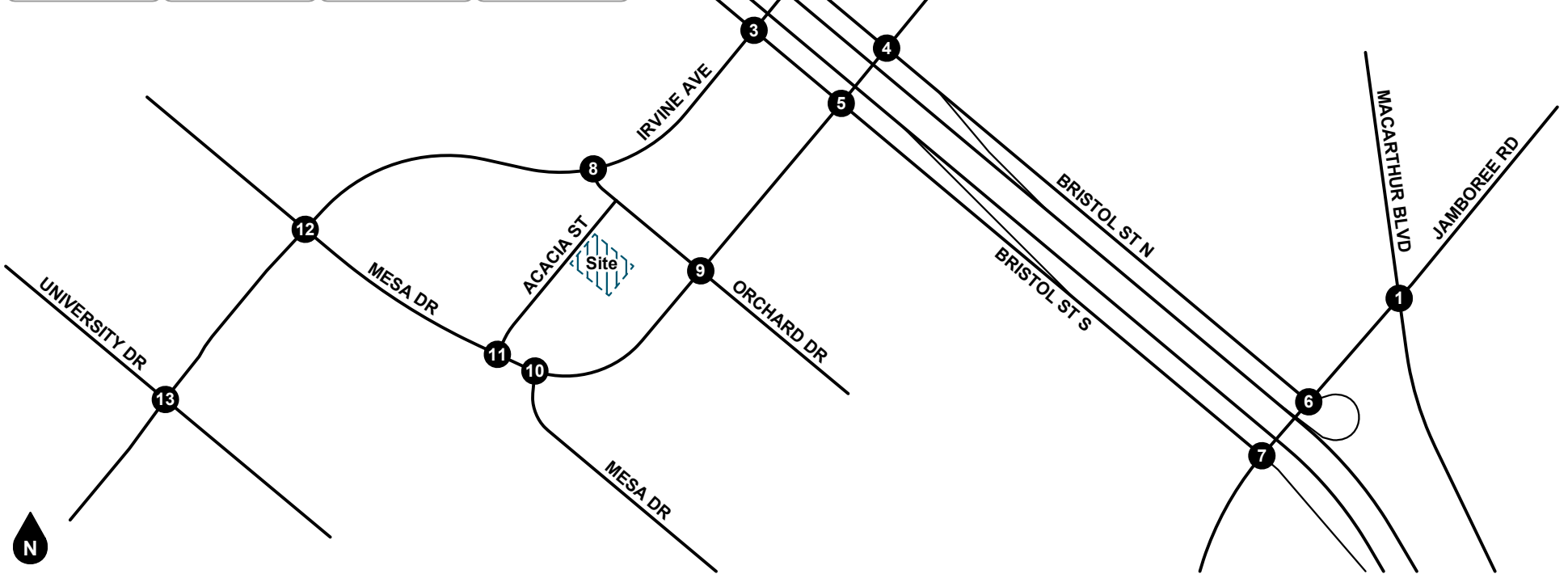
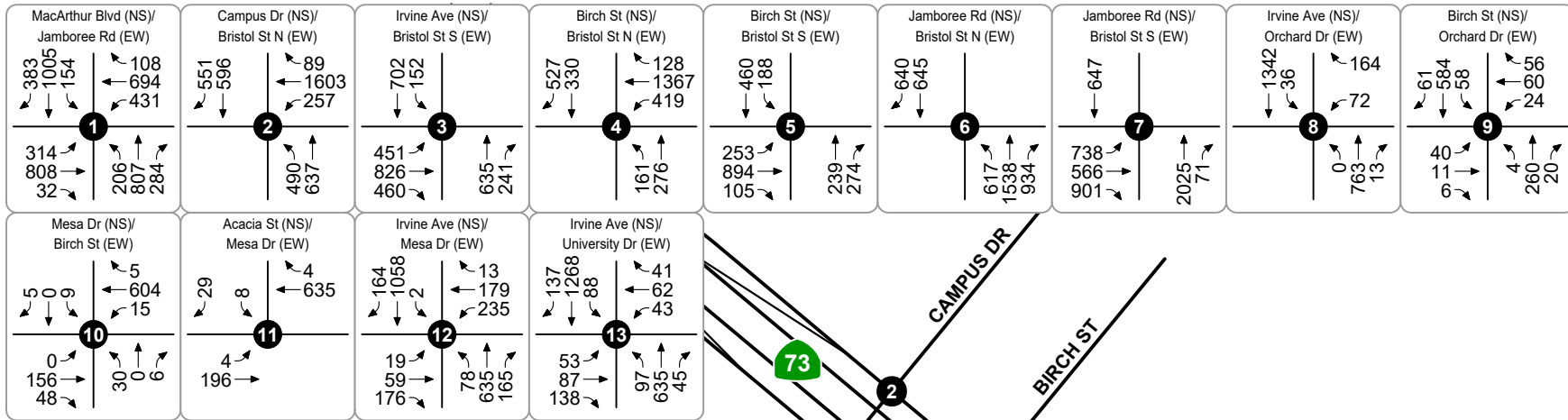


Acacia Atrium Medical Office Condos  
Traffic Impact Analysis  
19822



Legend  
 # Study Intersection

**Figure 8**  
 Existing AM Peak Hour Intersection Turning Movement Volumes



Legend  
 # Study Intersection

**Figure 9**  
 Existing PM Peak Hour Intersection Turning Movement Volumes

## 4. PROJECT FORECASTS

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This section describes how project trip generation, trip distribution, and trip assignment forecasts were developed. The forecast project volumes are illustrated on figures contained in this section.

### PROJECT TRIP GENERATION

Table 2 shows the project trip generation based upon trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11<sup>th</sup> Edition, 2021). Based on review of the ITE land use description, trip generation rates for general office building (Land Use Code 710) and medical-dental office building (Land Use Code 720) were determined to adequately represent the existing and proposed land uses and were selected for use in this analysis. The project trip generation forecast is determined by multiplying the trip generation rates by the land use quantities.

As shown in Table 2, the existing project site land use is estimated to generate approximately 303 daily trips, including 42 trips during the AM peak hour and 41 trips during the PM peak hour. The proposed project site land use is forecast to generate approximately 1,006 daily trips, including 86 trips during the AM peak hour and 110 trips during the PM peak hour. Therefore, the proposed project is forecast to result in a net increase of approximately 703 net new daily trips, including 44 net new trips during the AM peak hour and 69 net new trips during the PM peak hour.

### PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Figure 10 and Figure 11 show the forecast directional distribution patterns for the project generated trips. The project trip distribution patterns were developed in consultation with City of Newport Beach staff based on review of existing volume data, surrounding land uses, and the local and regional roadway facilities in the project vicinity.

The project-generated AM and PM peak hour intersection turning movement volumes are shown on Figure 12 and Figure 13.

**Table 2  
Project Trip Generation**

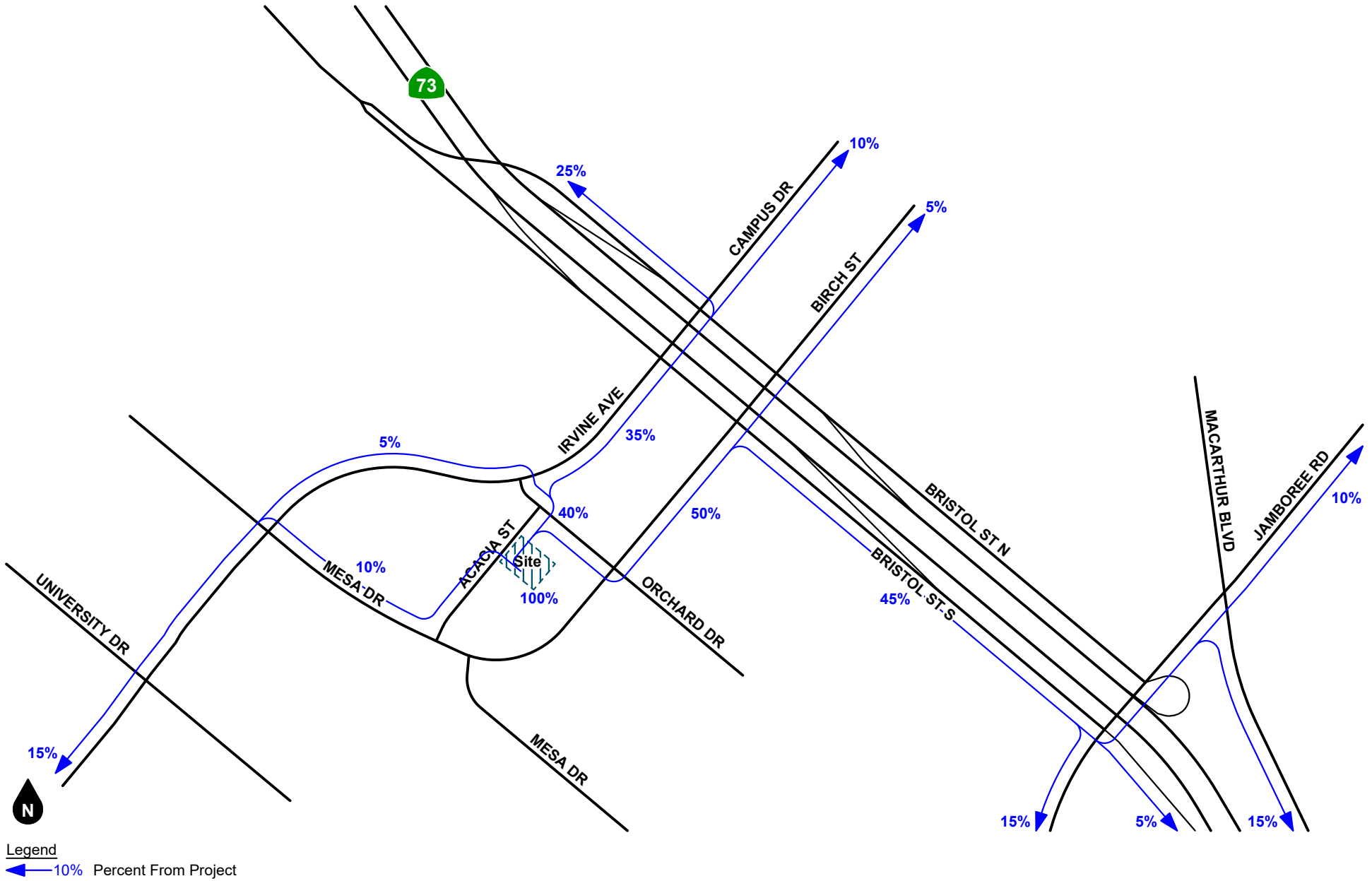
Trip Generation Rates									
Land Use	Source <sup>1</sup>	Unit <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
			% In	% Out	Rate	% In	% Out	Rate	
General Office Building	ITE 710	TSF	88%	12%	1.52	17%	83%	1.44	10.84
Medical-Dental Office (Stand-Alone)	ITE 720	TSF	79%	21%	3.10	30%	70%	3.93	36.00

Trips Generated									
Land Use	Quantity	Unit <sup>2</sup>	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<u>Existing</u>									
General Office Building	27,931	TSF	37	5	42	7	34	41	303
<u>Proposed</u>									
Medical-Dental Office (Stand-Alone)	27,931	TSF	68	18	86	33	77	110	1,006
<b>NET PROJECT TRIPS GENERATED</b>			<b>+31</b>	<b>+13</b>	<b>+44</b>	<b>+26</b>	<b>+43</b>	<b>+69</b>	<b>+703</b>

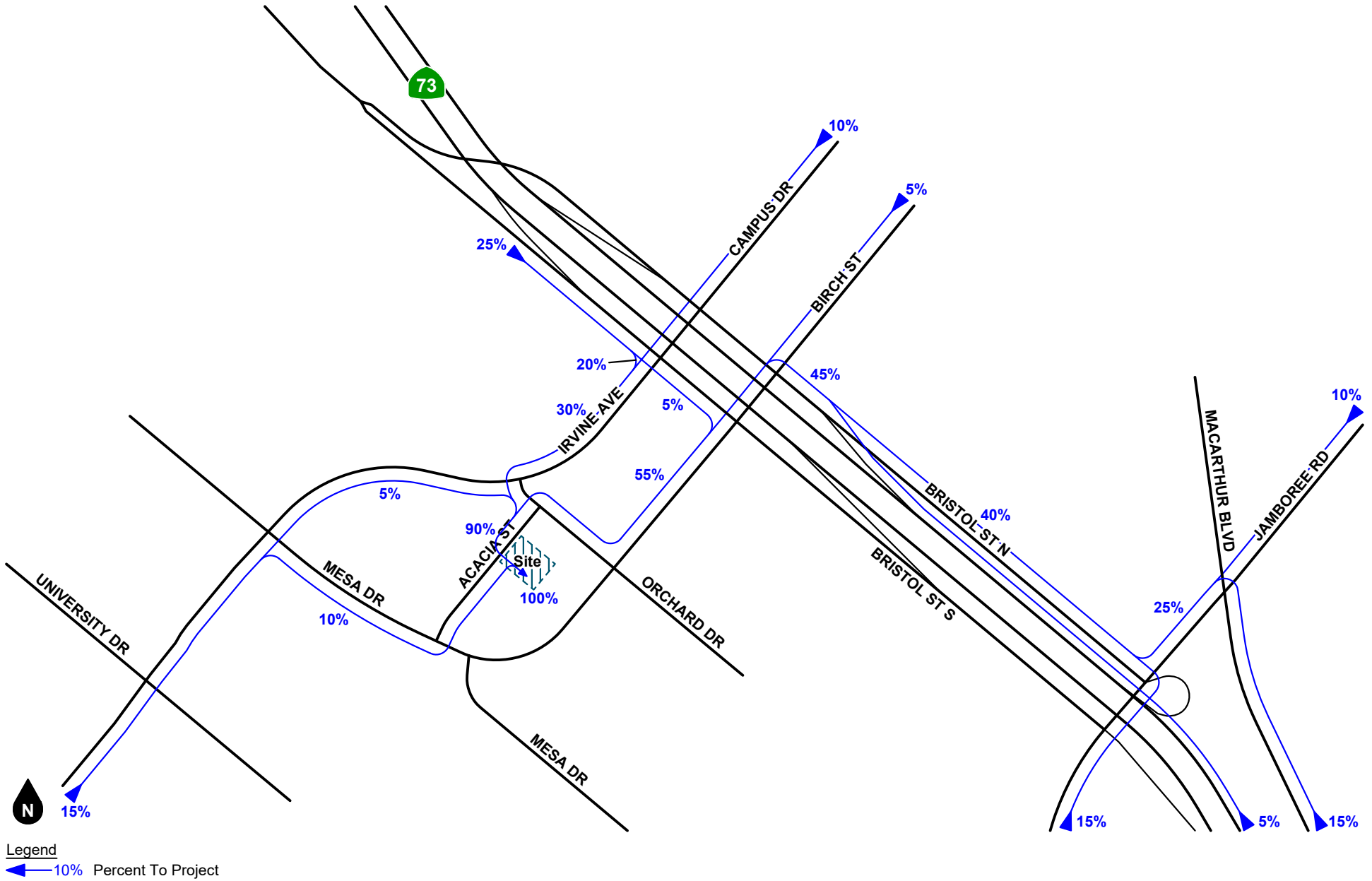
Notes:

(1) ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code

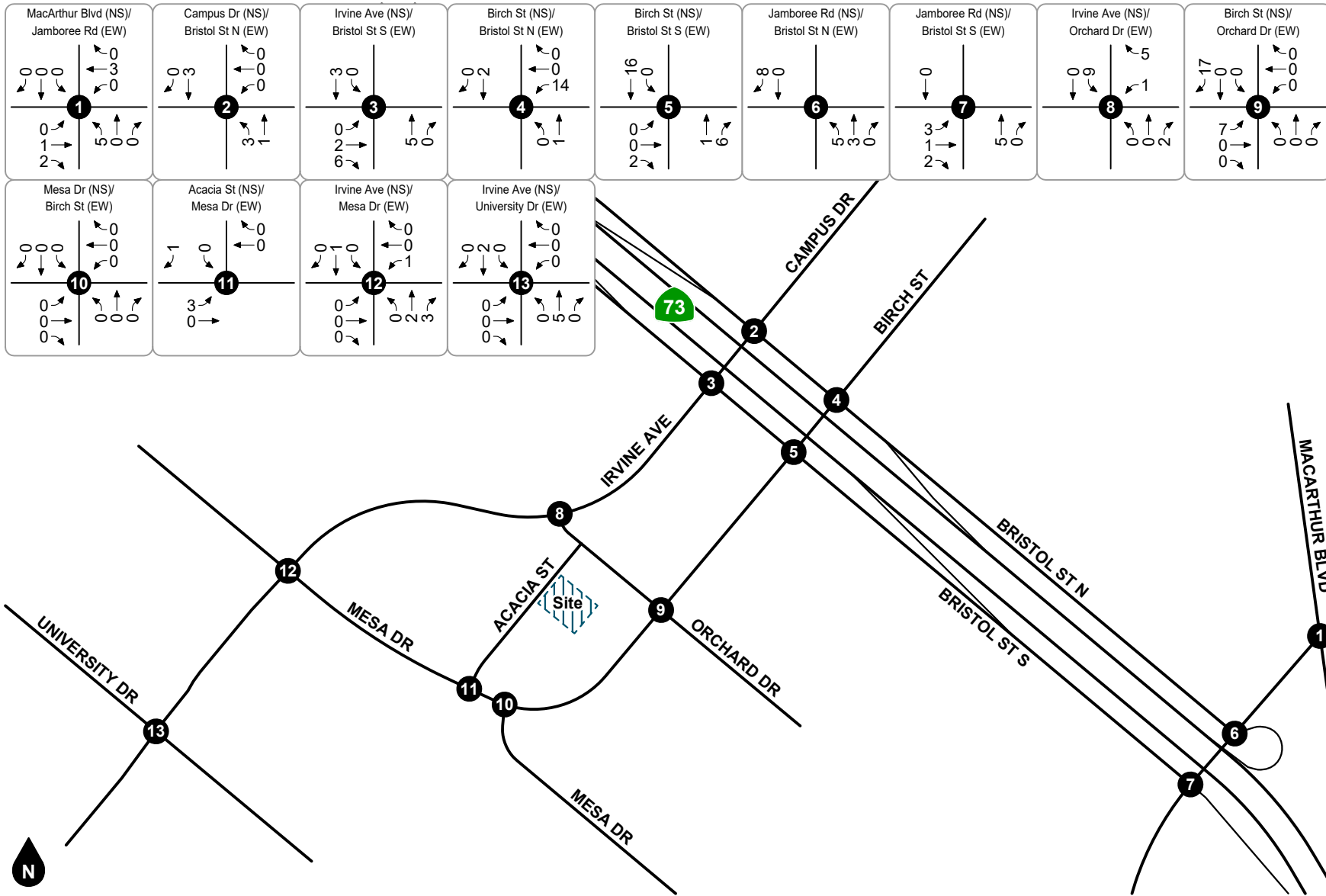
(2) TSF = Thousand Square Feet (Gross Floor Area)



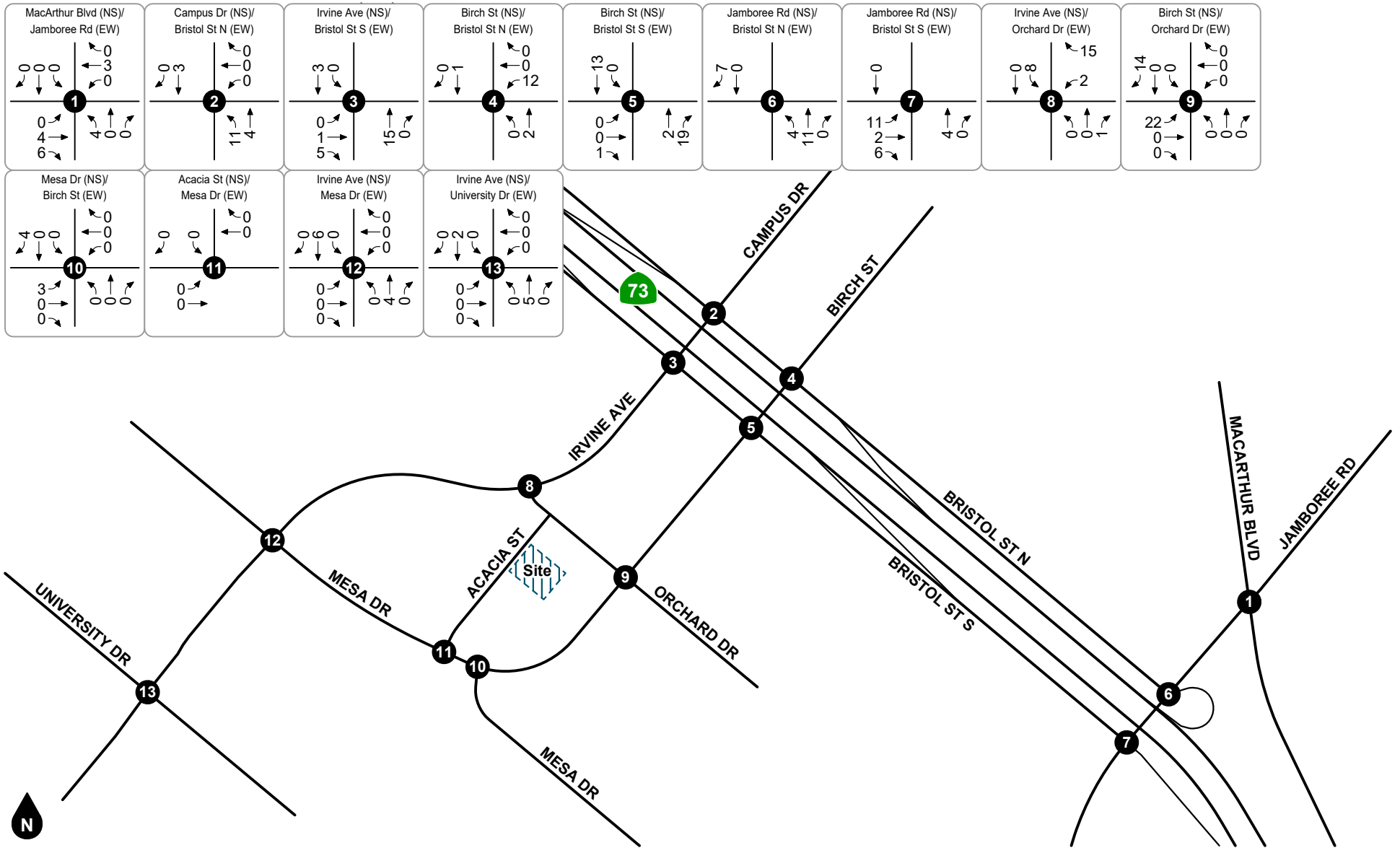
**Figure 10**  
**Project Outbound Trip Distribution**



**Figure 11**  
Project Inbound Trip Distribution



**Figure 12**  
 Project (Net) AM Peak Hour Intersection Turning Movement Volumes



Legend  
 # Study Intersection

**Figure 13**  
 Project (Net) PM Peak Hour Intersection Turning Movement Volumes

## 5. FUTURE VOLUME FORECASTS

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This section describes how future volume forecasts for the TPO scenarios were developed. Forecast study area volumes are illustrated on figures contained in this section.

### CITY OF NEWPORT BEACH APPROVED PROJECTS

The City of Newport Beach staff provided a list of approved projects within the study area for use in the TPO analysis. The approved project list consists of future developments that have been approved, but have not been fully constructed and occupied. The approved project data is contained in Appendix D.

Trips associated with the following 22 projects are included in the TPO analysis:

- Fashion Island Expansion
- Temple Bat Yahm Expansion
- Hoag Hospital Phase III
- St. Mark Presbyterian Church
- 2300 Newport Blvd (Vue)
- Hoag Health Center 500-540 Superior
- North Newport Center
- Back Bay Landing 300 ECH
- Balboa Marina West
- Newport Crossings
- Museum House – Vivante Senior Center
- Uptown Newport: Phase 1 – Trans Devel Rights (TDR)
- Uptown Newport: Phase 2 only
- Residences at 4400 VK
- Picerne Residential (1300 Bristol St N)
- 2510 WCH Residential and Mother’s Market
- Pacifica Christian HS
- 1400 Bristol St N Residences
- Sage Hill Middle School Expansion
- 1600 Dove St Residences
- TTC Newporter Pickleball
- 3300 Irvine Ave – Newport Irvine Medical Office

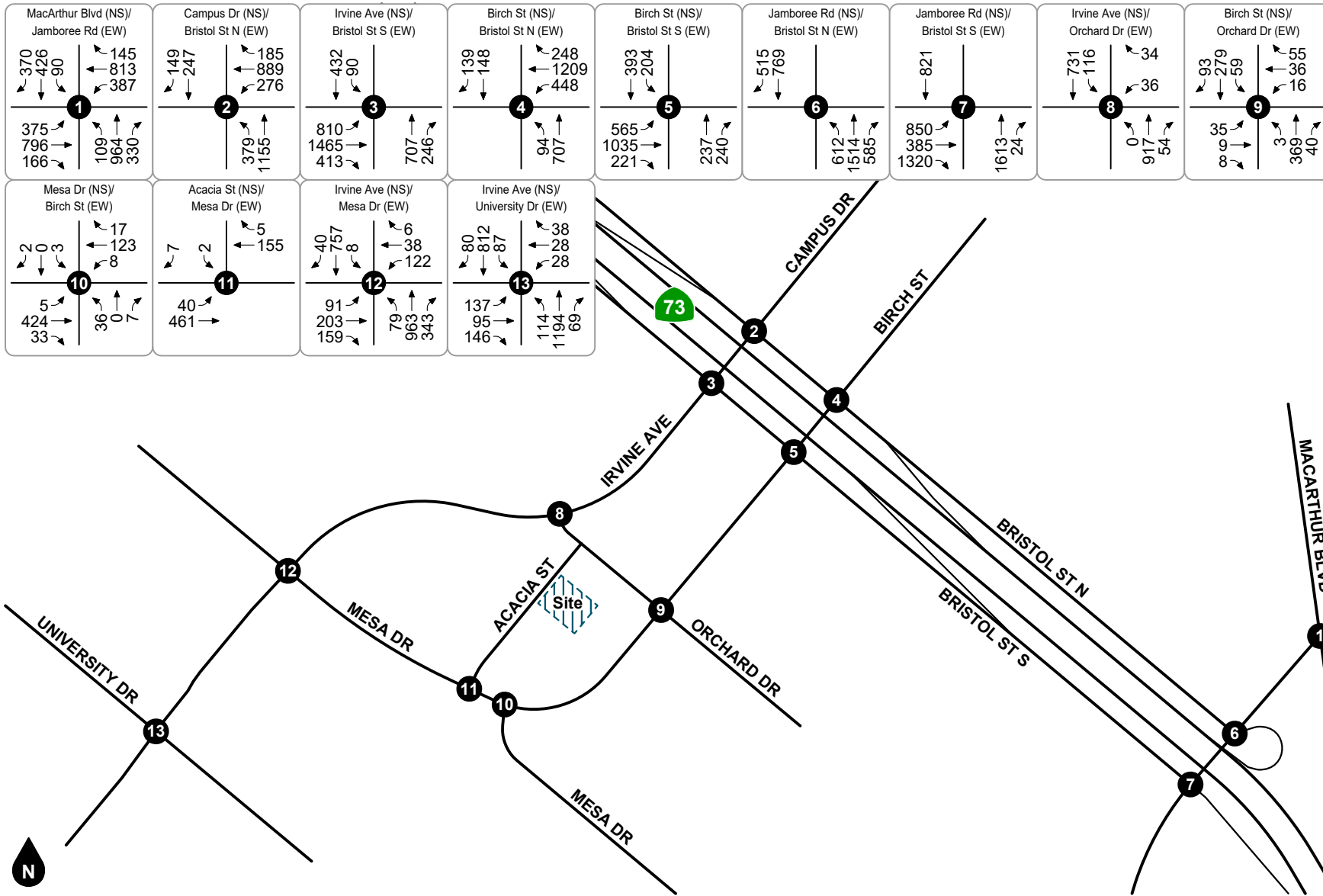
### AMBIENT GROWTH

To account for ambient growth on roadways, existing volumes were increased by a growth rate of one percent (1.0%) per year from year 2024 through year 2027 along applicable arterial highways (Irvine Avenue, Jamboree Road, and MacArthur Boulevard) in accordance with the City of Newport Beach Regional Traffic Annual Growth Rate. This equates to a growth factor of 1.03 along arterials with counts conducted in 2024.

## **TPO YEAR 2027 VOLUME FORECASTS**

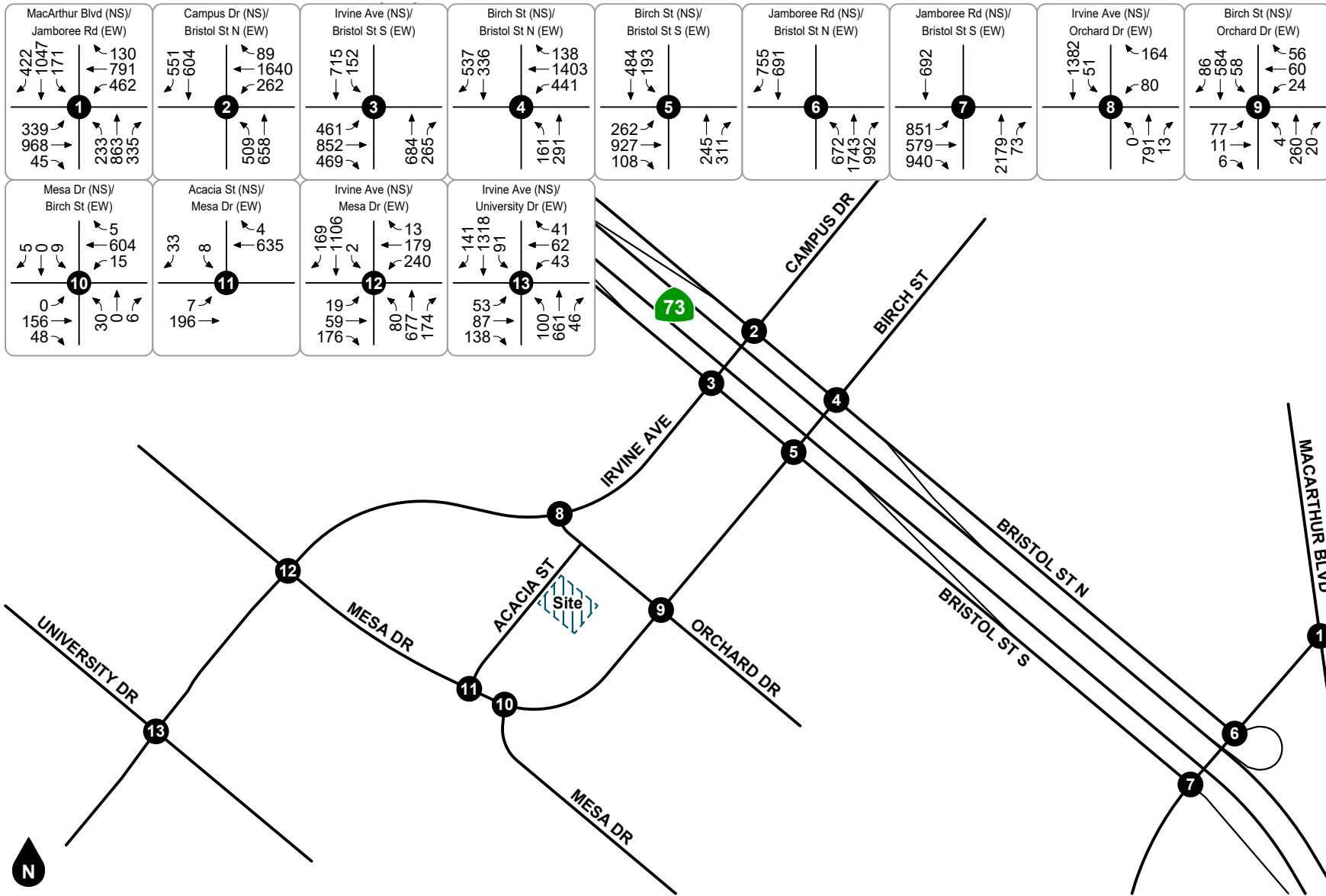
TPO Year 2027 Without Project volume forecasts were developed by adding ambient growth and approved projects trips to existing volumes. TPO Year 2027 Without Project AM and PM peak hour intersection turning movement volumes are shown on Figure 14 and Figure 15.

TPO Year 2027 With Project volume forecasts were developed by adding project-generated trips to TPO Year 2027 Without Project volumes. TPO Year 2027 With Project AM and PM peak hour intersection turning movement volumes are shown on Figure 16 and Figure 17.



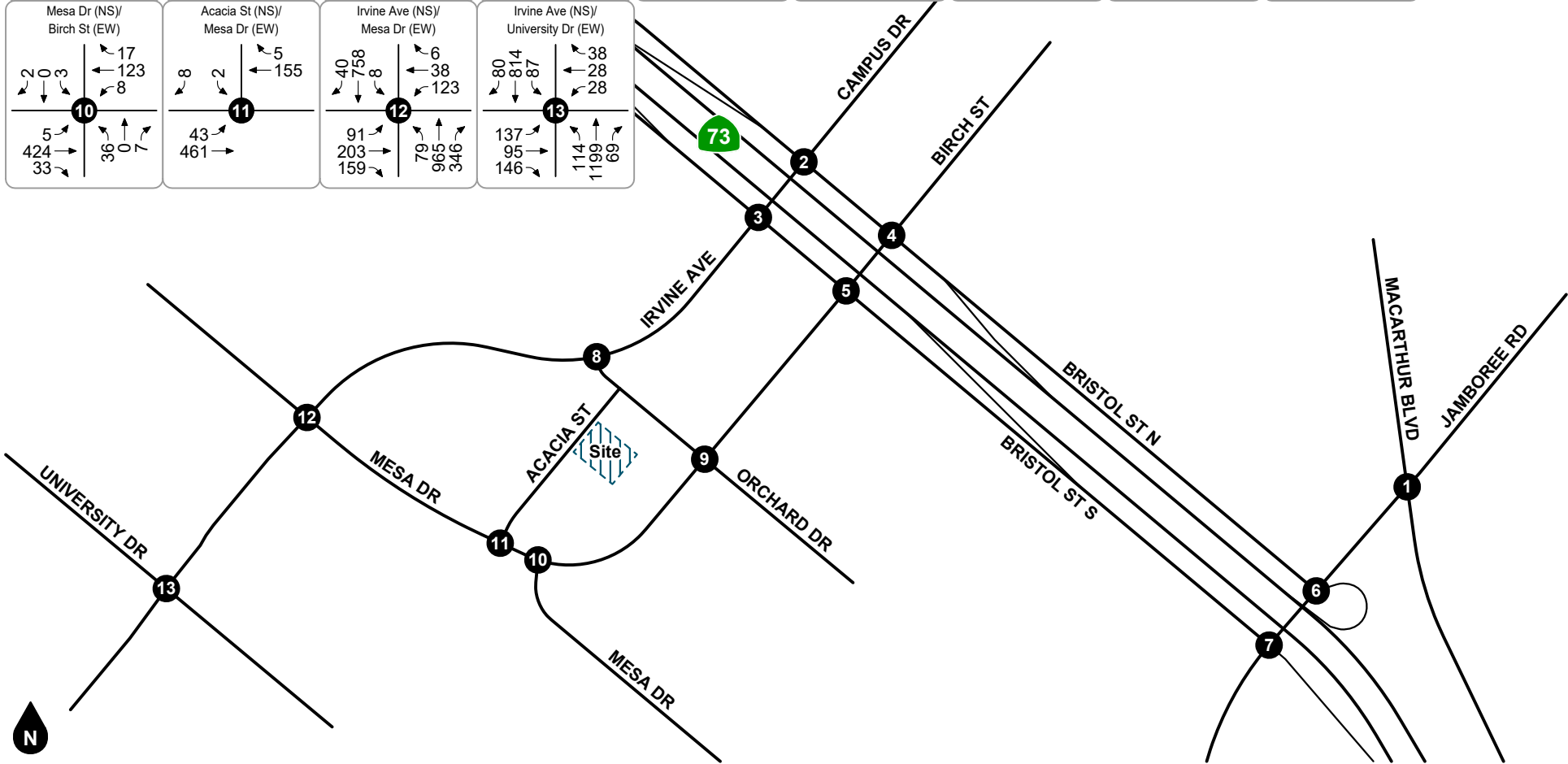
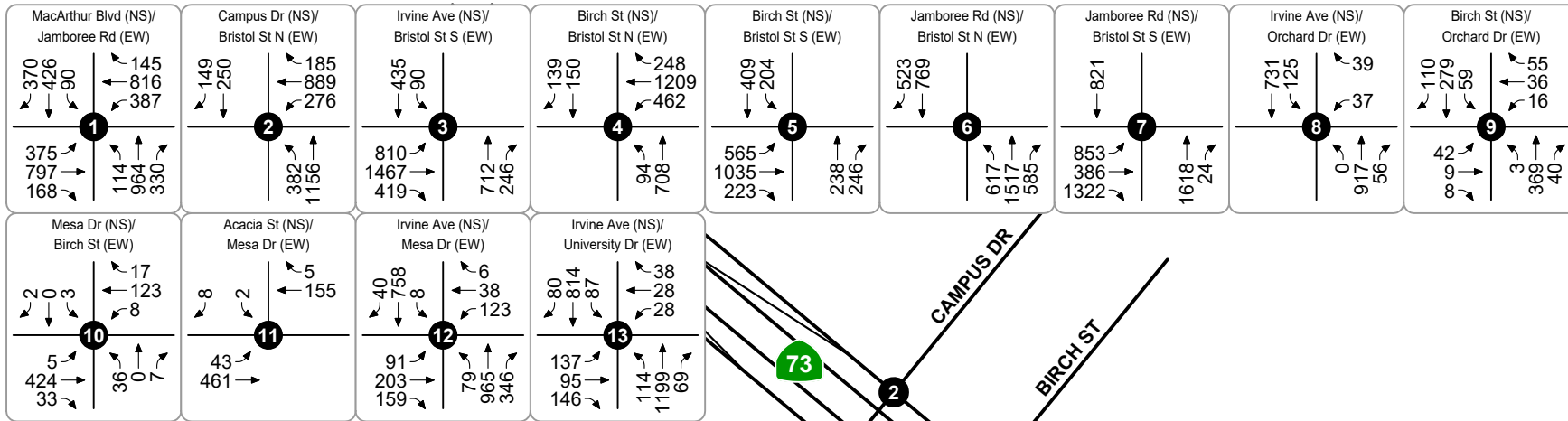
Legend  
 # Study Intersection

**Figure 14**  
**TPO Year 2027 Without Project**  
**AM Peak Hour Intersection Turning Movement Volumes**



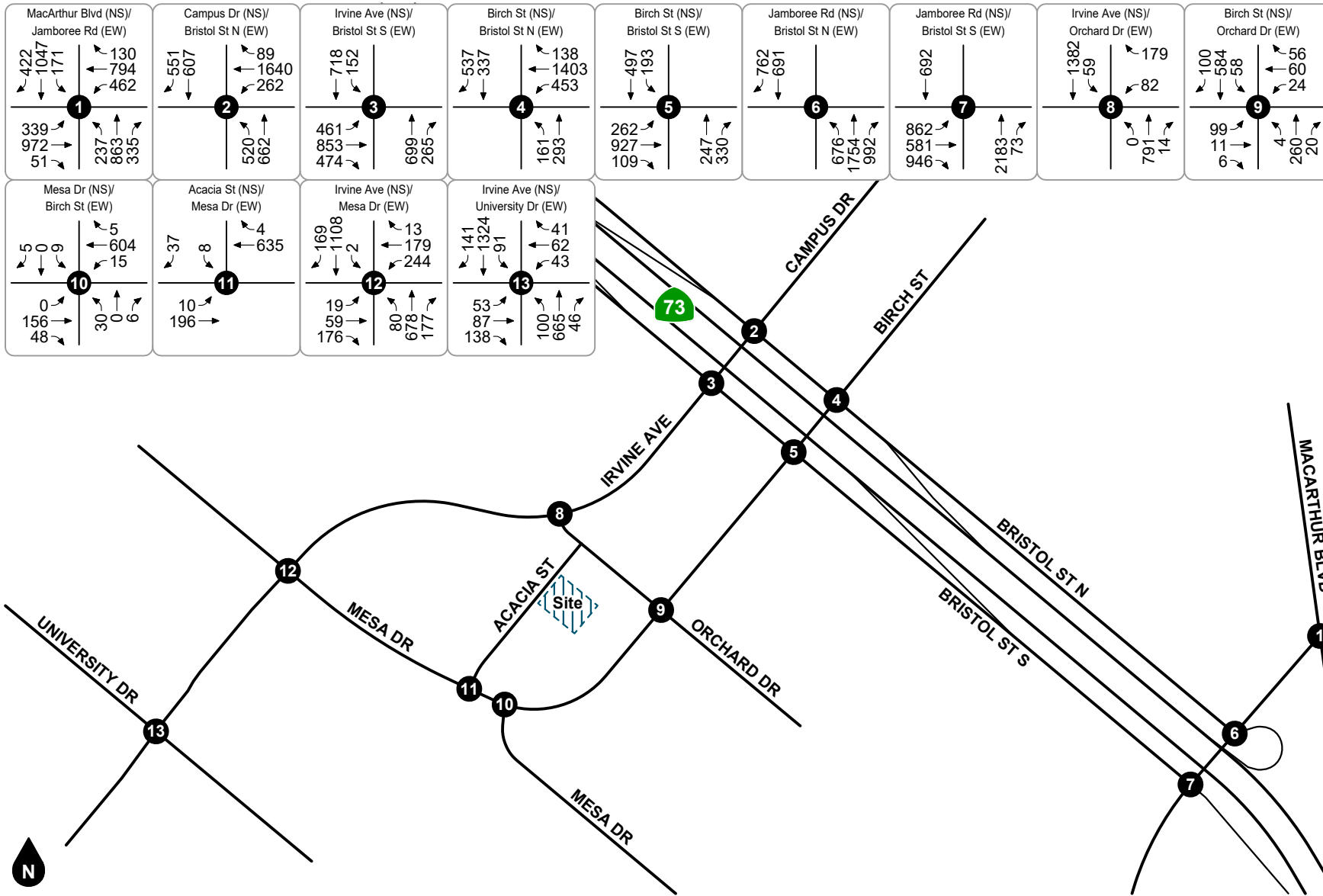
**Figure 15**  
**TPO Year 2027 Without Project**  
**PM Peak Hour Intersection Turning Movement Volumes**

Legend  
 # Study Intersection



Legend  
 # Study Intersection

**Figure 16**  
**TPO Year 2027 With Project**  
**AM Peak Hour Intersection Turning Movement Volumes**



**Figure 17**  
**TPO Year 2027 With Project**  
**PM Peak Hour Intersection Turning Movement Volumes**

Legend  
 # Study Intersection

## 6. TPO ANALYSIS

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Detailed intersection Level of Service calculation worksheets for each of the following analysis scenarios are provided in Appendix C.

### TPO YEAR 2027 ONE-PERCENT THRESHOLD ANALYSIS

Table 3 summarizes the City of Newport Beach TPO one-percent threshold analysis. In accordance with the City of Newport Beach TPO requirements, if project-generated peak hour approach volumes are greater than or equal to one percent of the forecast peak hour volumes on any approach of an intersection, then a detailed ICU analysis is required to assess the project-related change in ICU. The TPO one-percent analysis calculation worksheets are contained in Appendix E.

The following six study intersections are forecast to exceed the TPO one-percent threshold and require ICU analysis:

2. Campus Drive (NS) at Bristol Street North (EW)
3. Irvine Avenue/Campus Drive (NS) at Bristol Street South (EW)
5. Birch Street (NS) at Bristol Street South (EW)
8. Irvine Avenue (NS) at Orchard Drive (EW)
9. Birch Street (NS) at Orchard Drive (EW)
11. Acacia Street (NS) at Birch Street (EW)

### TPO IMPACT ASSESSMENT

ICU and Levels of Service at the applicable study intersections for TPO Year 2027 Without and With Project conditions are shown in Table 4. As shown in Table 4, the study intersections are forecast to operate at Levels of Service D or better during the peak hours for TPO Year 2027 Without and With Project conditions.

Table 4 also calculates the net change in ICU at the applicable study intersections for TPO Year 2027 With Project conditions. As shown in Table 4, the addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no Level of Service impacts at the study intersections for TPO Year 2027 With Project conditions and no improvements are required.

**Table 3  
TPO One-Percent Threshold Analysis Summary**

ID	Study Intersection	Peak Hour	Project Trips Exceed One Percent? <sup>1</sup>			
			Northbound	Southbound	Eastbound	Westbound
1. MacArthur Blvd (NS) at Jamboree Rd (EW)	AM	No	No	No	No	
	PM	No	No	No	No	
2. Campus Dr (NS) at Bristol St North (EW)	AM	No	No	No	No	
	PM	Yes	No	No	No	
3. Irvine Ave/Campus Dr (NS) at Bristol St South (EW)	AM	No	No	No	No	
	PM	Yes	No	No	No	
4. Birch St (NS) at Bristol St North (EW)	AM	No	No	No	No	
	PM	No	No	No	No	
5. Birch St (NS) at Bristol St South (EW)	AM	Yes	Yes	No	No	
	PM	Yes	Yes	No	No	
6. Jamboree Rd (NS) at Bristol St North (EW)	AM	No	No	No	No	
	PM	No	No	No	No	
7. Jamboree Rd (NS) at Bristol St South (EW)	AM	No	No	No	No	
	PM	No	No	No	No	
8. Irvine Ave (NS) at Orchard Dr (EW)	AM	No	Yes	No	Yes	
	PM	No	No	No	Yes	
9. Birch St (NS) at Orchard Dr (EW)	AM	No	Yes	Yes	No	
	PM	No	Yes	Yes	No	
10. Mesa Dr (NS) at Birch St (EW)	AM	No	No	No	No	
	PM	No	No	No	No	
11. Acacia St (NS) at Birch St (EW)	AM	No	Yes	No	No	
	PM	No	Yes	Yes	No	
12. Irvine Ave (NS) at Mesa Dr (EW)	AM	No	No	No	No	
	PM	No	No	No	No	
13. Irvine Ave (NS) at University Dr (EW)	AM	No	No	No	No	
	PM	No	No	No	No	

Notes:

(1) If the project is forecast to contribute 1% or more of the projected TPO analysis year peak hour volume, then detailed Intersection Capacity Utilization analysis is required in accordance with the City of Newport Beach Traffic Phasing Ordinance.

**Table 4**  
**TPO Year 2027 Intersection Levels of Service and Impact Assessment**

ID	Study Intersection	Traffic Control <sup>1</sup>	TPO Without Project				TPO With Project				V/C Increase		Significant Impact?
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	
			V/C <sup>2</sup>	LOS <sup>3</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>	V/C <sup>2</sup>	LOS <sup>3</sup>			
2.	Campus Dr (NS) at Bristol St North (EW)	TS	0.41	A	0.54	A	0.41	A	0.55	A	0.00	+0.01	No
3.	Irvine Ave/Campus Dr (NS) at Bristol St South (EW)	TS	0.57	A	0.47	A	0.57	A	0.47	A	0.00	0.00	No
5.	Birch St (NS) at Bristol St South (EW)	TS	0.40	A	0.37	A	0.40	A	0.37	A	0.00	0.00	No
8.	Irvine Ave (NS) at Orchard Dr (EW)	TS	0.31	A	0.44	A	0.32	A	0.45	A	+0.01	+0.01	No
9.	Birch St (NS) at Orchard Dr (EW)	TS	0.24	A	0.33	A	0.25	A	0.35	A	+0.01	+0.02	No
11.	Acacia St (NS) at Birch St (EW)	TS	0.14	A	0.23	A	0.14	A	0.23	A	0.00	0.00	No

Notes:

- (1) TS = Traffic Signal
- (2) V/C = Volume/Capacity
- (3) LOS = Level of Service

## 7. CONGESTION MANAGEMENT PROGRAM

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This section provides analysis of the project impacts at County facilities in accordance with typical Orange County Congestion Management Program (CMP) requirements.

### BACKGROUND

The Orange County CMP is a result of Proposition 111, which was a statewide initiative approved by the voters in June 1990. To prevent gas tax revenues from being used to promote future development, the legislation requires that a traffic impact analysis be prepared for new development. The traffic impact analysis is prepared to monitor and mitigate traffic impacts caused by new developments. In Orange County, the Measure M Growth Management Program requires similar efforts; however, compliance with the CMP is required for local jurisdictions to receive Measure M2 funds.

Legislature requires that adjacent jurisdictions use a standard methodology for conducting a traffic impact analysis. Although details vary from one county to another, the general approach selected by each county for conducting traffic impact analyses has common elements. The Orange County CMP uses the Intersection Capacity Utilization methodology for analysis of intersections within the designated CMP roadway system.

### CMP-MONITORED INTERSECTIONS

The following intersections in the City of Newport Beach are part of the CMP Highway System that require monitoring to ensure that Level of Service standards are maintained:

- Newport Boulevard at Coast Highway
- MacArthur Boulevard at Jamboree Road
- MacArthur Boulevard at Coast Highway

### REQUIREMENTS FOR IMPROVEMENTS

To determine whether the addition of project-generated trips results in an operational impact at a CMP study intersection, and thus require improvements, the Orange County CMP utilizes the following requirements:

- An operational project impact is defined to occur when a proposed project is forecast to increase traffic demand at a CMP study facility by more than three percent of capacity ( $V/C > 0.03$ ), causing or worsening Level of Service F ( $V/C > 1.00$ ).

### CRITERIA FOR PREPARATION OF CMP IMPACT ANALYSIS

The Orange County CMP uses the following criteria to determine if a proposed development requires analysis:

- Development projects forecast to generate 2,400 daily trips or more and have indirect access to a CMP facility; or development projects forecast to generate 1,600 daily trips or more and have direct access to a CMP facility; or
- Projects with a potential to create an impact of more than three percent of Level of Service E capacity.

Since the proposed project has indirect access to a CMP facility (e.g., MacArthur Boulevard or Jamboree Road) and is forecast to generate less than 2,400 net new daily trips, the proposed project does not satisfy the criteria for preparation of a separate CMP impact analysis.

## 8. CONCLUSIONS

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This section summarizes the findings of this study.

### PROJECT TRIP GENERATION

The existing project site land use is estimated to generate approximately 303 daily trips, including 42 trips during the AM peak hour and 41 trips during the PM peak hour. The proposed project site land use is forecast to generate approximately 1,006 daily trips, including 86 trips during the AM peak hour and 110 trips during the PM peak hour. Therefore, the proposed project is forecast to result in a net increase of approximately 703 net new daily trips, including 44 net new trips during the AM peak hour and 69 net new trips during the PM peak hour.

### TPO IMPACT ANALYSIS

The addition of project-generated trips is not forecast to cause any study intersection to operate deficiently (Level of Service E or F) or worsen a deficient intersection operation by more than one percent of capacity; therefore, the proposed project is forecast to result in no Level of Service impacts at the study intersections for TPO Year 2027 With Project conditions and no improvements are required.

### CONGESTION MANAGEMENT PROGRAM

Since the proposed project has indirect access to a CMP facility (e.g., MacArthur Boulevard or Jamboree Road) and is forecast to generate less than 2,400 net new daily trips, the proposed project does not satisfy the criteria for preparation of a separate CMP impact analysis.

## APPENDICES

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- Appendix A Glossary
- Appendix B Volume Count Worksheets
- Appendix C Level of Service Worksheets
- Appendix D Approved Projects List
- Appendix E TPO One-Percent Threshold Analysis

## **APPENDIX A**

### **GLOSSARY**

## ACRONYMS

<b>AC</b>	Acres
<b>ADT</b>	Average Daily Traffic
<b>Caltrans</b>	California Department of Transportation
<b>DU</b>	Dwelling Unit
<b>ICU</b>	Intersection Capacity Utilization
<b>GFA</b>	Gross Floor Area
<b>LOS</b>	Level of Service
<b>PCE</b>	Passenger Car Equivalent
<b>SP</b>	Service Population
<b>TSF</b>	Thousand Square Feet
<b>V/C</b>	Volume/Capacity
<b>VMT</b>	Vehicle Miles Traveled

## TERMS

**ACTUATED SIGNAL CONTROL:** A type of traffic signal control in which display of each phase depends on whether the corresponding phase detector has registered a service call or the phase is on recall.

**ACTUATION:** Detection of a roadway user that is forwarded to the signal controller.

**AVERAGE DAILY TRAFFIC:** The average 24-hour volume for a stated period divided by the number of days in that period. For example, Annual Average Daily Traffic is the total volume during a year divided by 365 days.

**BANDWIDTH:** The number of seconds of green time available for through traffic in a signal progression.

**BOTTLENECK:** A point of constriction along a roadway that limits the amount of traffic that can proceed downstream from its location.

**CALL:** An indication within a signal controller that a particular phase is waiting for service, either through actuation from a roadway user or phase recall.

**CAPACITY:** The maximum number of vehicles that can be reasonably expected to pass through a roadway facility during a specified period.

**CHANNELIZATION:** The separation of conflicting traffic movements by use of pavement markings, raised curbs, or other suitable means to facilitate free flow movement.

**CLEARANCE INTERVAL:** Equal to the yellow plus all-red time, if any, when a traffic signal changes between phases (i.e., the amount of time between the end of a green light from one movement to the beginning of a green light for the next).

**COORDINATED SIGNAL CONTROL:** A type of traffic signal control in which non-coordinated phases associated with minor movements are constrained such that the coordinated phases are served at a specific time during the signal cycle, thus maintaining the efficient progression of traffic flow along the major roadway.

**CONTROL DELAY:** The portion of delay attributed to the intersection traffic control (such as a traffic signal or stop sign). It includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay.

**CORDON:** An imaginary boundary line around or across a study area across which vehicles, persons, or other information can be collected for survey and analytical purposes.

**CORNER SIGHT DISTANCE:** The minimum sight distance required by the driver of a vehicle to cross or enter the lanes of the major roadway without requiring approaching traffic traveling at a given speed to radically alter their speed or trajectory.

**CYCLE:** A complete sequence of signal indications for all phases.

**CYCLE LENGTH:** The total time for a traffic signal to complete one full cycle.

**DAILY CAPACITY:** A theoretical value representing the daily traffic volume that will typically result in a peak hour volume equal to the capacity of the roadway.

**DELAY:** The total additional travel time experienced by a roadway user (driver, passenger, bicyclist, or pedestrian) beyond that required to travel at a desired speed.

**DENSITY:** The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

**DETECTOR:** A device used to count or determine the presence of a roadway user.

**DESIGN SPEED:** A speed used for purposes of designing horizontal and vertical alignments of a highway.

**DIRECTIONAL SPLIT:** The percent of two-way traffic traveling in a specified direction.

**DIVERSION:** The rerouting of traffic from a normal path of travel between two points, such as to avoid congestion or perform a secondary trip.

**FREE FLOW:** Traffic flow that is unaffected by a traffic control and/or or upstream or downstream conditions.

**GAP:** Time or distance between two vehicles measured from rear bumper of the front vehicle to front bumper of the second vehicle.

**GAP ACCEPTANCE:** The method by which a driver accepts an available gap in traffic to enter or cross the road.

**HEADWAY:** Time or distance between two successive vehicles measured from same point on both vehicles (i.e., front bumper to front bumper).

**LEVEL OF SERVICE:** A grading scale of quantitative performance measures representing the quality of service of a transportation facility or service from an average traveler's perspective.

**LOOP DETECTOR:** A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

**MULTI-MODAL:** More than one mode, such as automobile, transit, bicycle, and pedestrian.

**OFFSET:** The time interval between the beginning of a traffic signal cycle at one intersection and the beginning of signal cycle an adjacent intersection.

**PLATOON:** A set of vehicles traveling at similar speed and moving as a general group with clear separation between other vehicles ahead and behind.

**PASSENGER CAR EQUIVALENT:** A metric used to assess the impact of larger vehicles, such as trucks, recreational vehicles, and buses, by converting the traffic volume of larger vehicles to an equivalent number of passenger cars.

**PEDESTRIAN CLEARANCE INTERVAL:** Also known as the “Flashing Don’t Walk” interval, it signals the end of pedestrian entry into the crosswalk following the “Walk” indication and provides time for pedestrians who have already entered the crosswalk to finishing crossing.

**PEAK HOUR:** The hour within a day in which the maximum volume occurs.

**PEAK HOUR FACTOR:** The peak hour volume divided by the four times the peak 15-minute flow rate. This

**PHASE:** In traffic signals, the green, yellow, and red clearance intervals assigned to a specified traffic movement.

**PRETIMED SIGNAL:** A traffic signal operation in which the cycle length, phasing sequence, and phasing times are predetermined and fixed, regardless of actual demand for any given traffic movement. Also known as a fixed time signal.

**PROGRESSION:** The coordinated movement of vehicles through signalized intersections along a corridor.

**QUEUE:** The number of vehicles waiting at a service area such as a traffic signal, stop sign, or access gate.

**QUEUE LENGTH:** The length of vehicle queue, typically expressed in feet, waiting at a service area such as a traffic signal, stop sign, or access gate.

**RECALL:** A signal phasing operation in which a specified phase places a call to the signal controller each time a conflicting phase is served, thus ensuring the specified phase will be serviced again.

**SEMI-ACTUATED CONTROL:** A type of traffic signal control in which only the minor movements are provided detection.

**SIGHT DISTANCE:** The continuous length of roadway visible to a driver or roadway user.

**STACKING DISTANCE:** The length of area available behind a service area, such as a traffic signal or gate, for vehicle queuing to occur.

**STOPPING SIGHT DISTANCE:** The minimum distance required by the driver of a vehicle traveling at a given speed to bring the vehicle to a stop after an object on the road becomes visible, including reaction and response time.

**TRIP OR TRIP END:** The one-directional movement of a person or vehicle. Every trip has an origin and a destination at its respective ends (i.e., trip ends). In terms of site trip generation, the same vehicle entering and exiting a site generates two trips: one inbound trip and one outbound trip.

**TRIP GENERATION RATE:** The rate at which a land use generates trips per the specified land use variable, such per dwelling unit or per thousand square feet.

**TRUCK:** A heavy motor vehicle generally used for transporting goods.

**VEHICLE MILES TRAVELED:** A measure of the amount and distance of automobile travel essentially calculated as the sum of each trip times the trip length.

**APPENDIX B**  
**VOLUME COUNT WORKSHEETS**

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

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 Site Code : 00000000  
 Start Date : 5/7/2024  
 Page No : 1

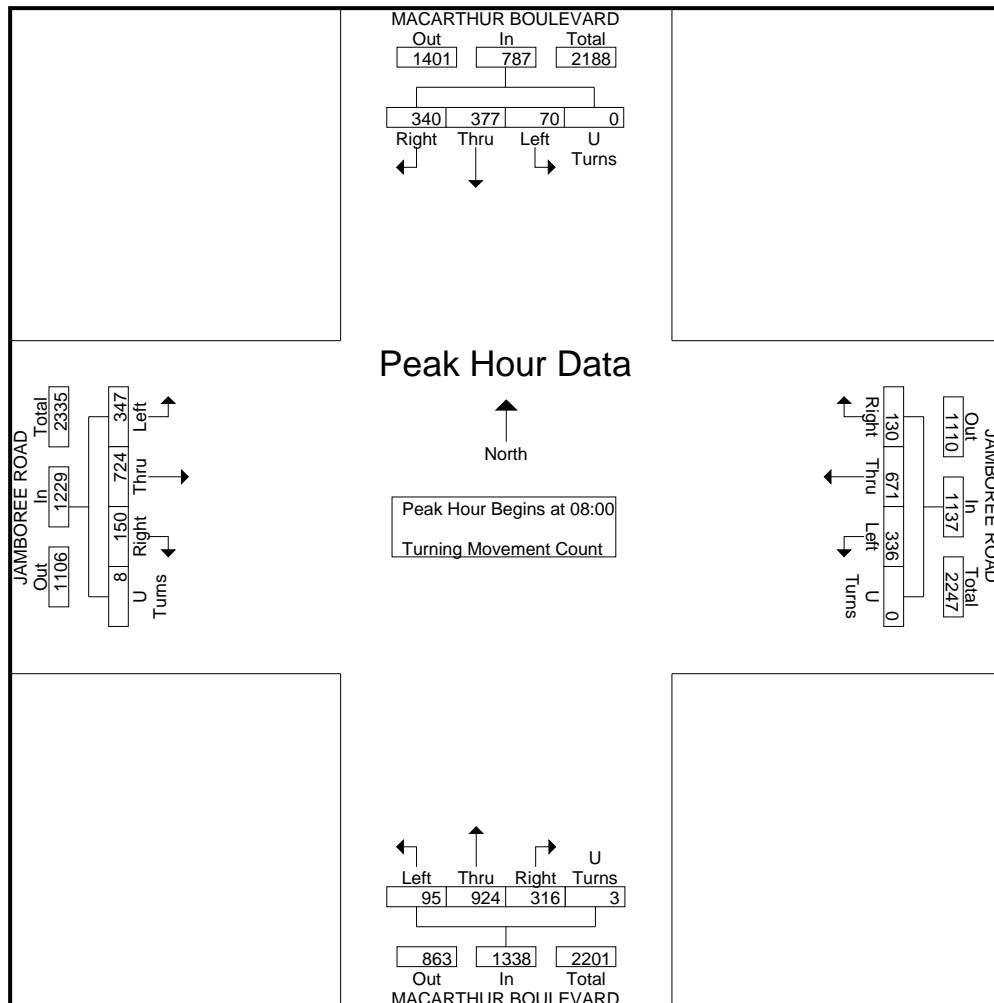
Groups Printed- Turning Movement Count

Start Time	MACARTHUR BOULEVARD Southbound				JAMBOREE ROAD Westbound				MACARTHUR BOULEVARD Northbound				JAMBOREE ROAD Eastbound				Int. Total
	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	
07:00	28	53	8	0	13	135	50	0	26	77	11	0	15	101	32	0	549
07:15	34	70	5	1	26	136	67	1	37	95	15	0	25	142	34	0	688
07:30	44	84	15	0	37	206	80	1	46	154	17	1	42	180	35	1	943
07:45	56	97	11	0	40	180	57	0	83	207	22	0	58	166	78	0	1055
Total	162	304	39	1	116	657	254	2	192	533	65	1	140	589	179	1	3235
08:00	94	72	15	0	29	188	118	0	77	179	19	1	29	169	96	3	1089
08:15	82	111	9	0	25	158	78	0	62	247	18	1	46	192	81	3	1113
08:30	80	93	19	0	36	166	72	0	94	290	32	1	37	168	95	2	1185
08:45	84	101	27	0	40	159	68	0	83	208	26	0	38	195	75	0	1104
Total	340	377	70	0	130	671	336	0	316	924	95	3	150	724	347	8	4491
16:00	84	186	37	3	20	148	100	0	87	194	42	5	6	193	70	2	1177
16:15	81	176	20	1	19	130	106	0	78	173	41	0	10	251	87	1	1174
16:30	74	216	27	0	32	152	95	0	80	234	42	3	8	179	67	1	1210
16:45	81	215	39	0	18	158	98	0	68	192	45	3	17	181	81	1	1197
Total	320	793	123	4	89	588	399	0	313	793	170	11	41	804	305	5	4758
17:00	103	252	43	0	28	180	99	0	69	197	57	3	5	212	65	2	1315
17:15	106	305	28	0	32	158	125	0	71	260	45	3	3	199	87	3	1425
17:30	93	233	41	3	30	198	109	0	76	158	47	3	7	216	73	2	1289
17:45	74	199	34	0	26	180	82	0	78	159	34	4	6	209	44	1	1130
Total	376	989	146	3	116	716	415	0	294	774	183	13	21	836	269	8	5159
18:00	80	235	25	0	25	136	64	0	43	113	48	5	16	157	55	0	1002
18:15	54	123	23	0	14	153	67	0	47	70	23	3	4	185	31	1	798
Grand Total	1332	2821	426	8	490	2921	1535	2	1205	3207	584	36	372	3295	1186	23	19443
Apprch %	29	61.5	9.3	0.2	9.9	59	31	0	23.9	63.7	11.6	0.7	7.6	67.6	24.3	0.5	
Total %	6.9	14.5	2.2	0	2.5	15	7.9	0	6.2	16.5	3	0.2	1.9	16.9	6.1	0.1	

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

File Name : h2402026  
 Site Code : 00000000  
 Start Date : 5/7/2024  
 Page No : 2

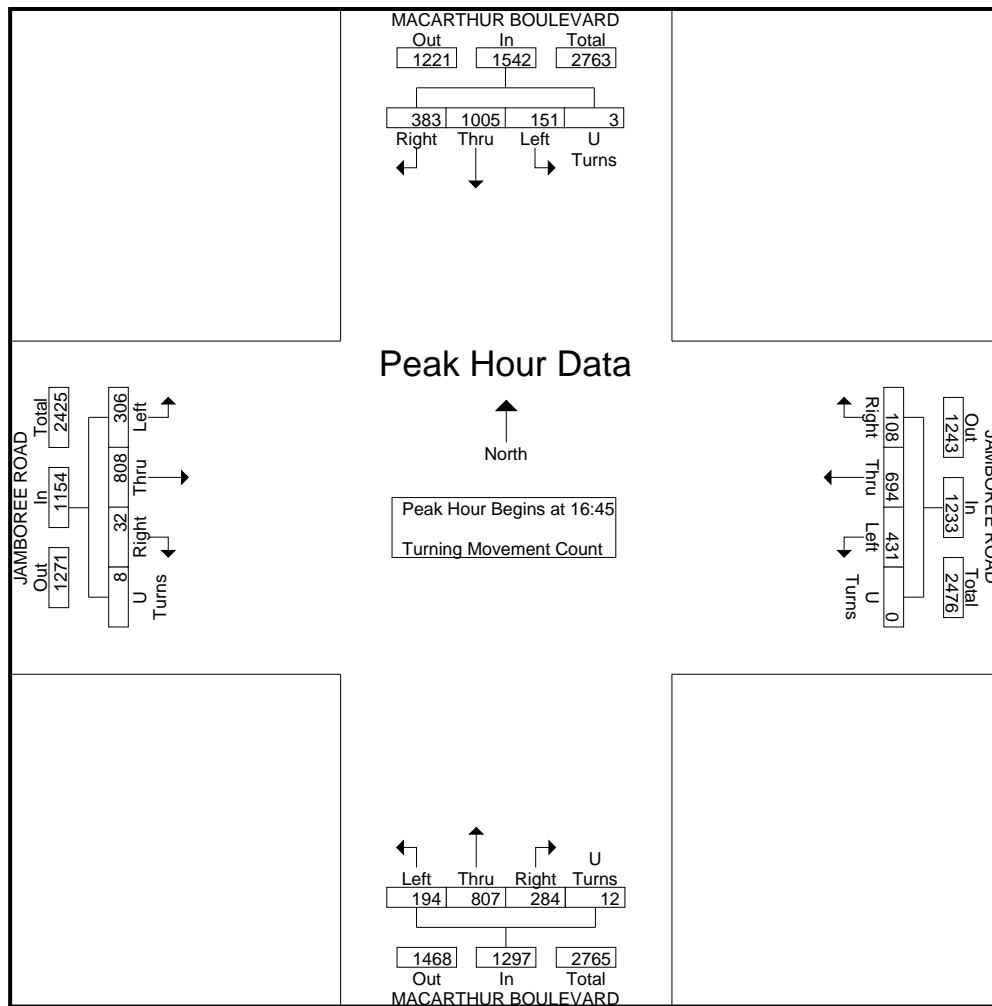
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Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	94	72	15	0	181	29	188	118	0	335	77	179	19	1	276	29	169	96	3	297	1089
08:15	82	111	9	0	202	25	158	78	0	261	62	247	18	1	328	46	192	81	3	322	1113
08:30	80	93	19	0	192	36	166	72	0	274	94	290	32	1	417	37	168	95	2	302	1185
08:45	84	101	27	0	212	40	159	68	0	267	83	208	26	0	317	38	195	75	0	308	1104
Total Volume	340	377	70	0	787	130	671	336	0	1137	316	924	95	3	1338	150	724	347	8	1229	4491
% App. Total	43.2	47.9	8.9	0		11.4	59	29.6	0		23.6	69.1	7.1	0.2		12.2	58.9	28.2	0.7		
PHF	.904	.849	.648	.000	.928	.813	.892	.712	.000	.849	.840	.797	.742	.750	.802	.815	.928	.904	.667	.954	.947



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

File Name : h2402026  
 Site Code : 00000000  
 Start Date : 5/7/2024  
 Page No : 3

Start Time	MACARTHUR BOULEVARD Southbound					JAMBOREE ROAD Westbound					MACARTHUR BOULEVARD Northbound					JAMBOREE ROAD Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	81	215	39	0	335	18	158	98	0	274	68	192	45	3	308	17	181	81	1	280	1197
17:00	103	252	43	0	398	28	180	99	0	307	69	197	57	3	326	5	212	65	2	284	1315
17:15	106	305	28	0	439	32	158	125	0	315	71	260	45	3	379	3	199	87	3	292	1425
17:30	93	233	41	3	370	30	198	109	0	337	76	158	47	3	284	7	216	73	2	298	1289
Total Volume	383	1005	151	3	1542	108	694	431	0	1233	284	807	194	12	1297	32	808	306	8	1154	5226
% App. Total	24.8	65.2	9.8	0.2		8.8	56.3	35	0		21.9	62.2	15	0.9		2.8	70	26.5	0.7		
PHF	.903	.824	.878	.250	.878	.844	.876	.862	.000	.915	.934	.776	.851	1.00	.856	.471	.935	.879	.667	.968	.917



City: NEWPORT BEACH  
 N-S Direction: CAMPUS DRIVE  
 E-W Direction: BRISTOL ST-NORTH

File Name : H2402007  
 Site Code : 00000000  
 Start Date : 2/8/2024  
 Page No : 1

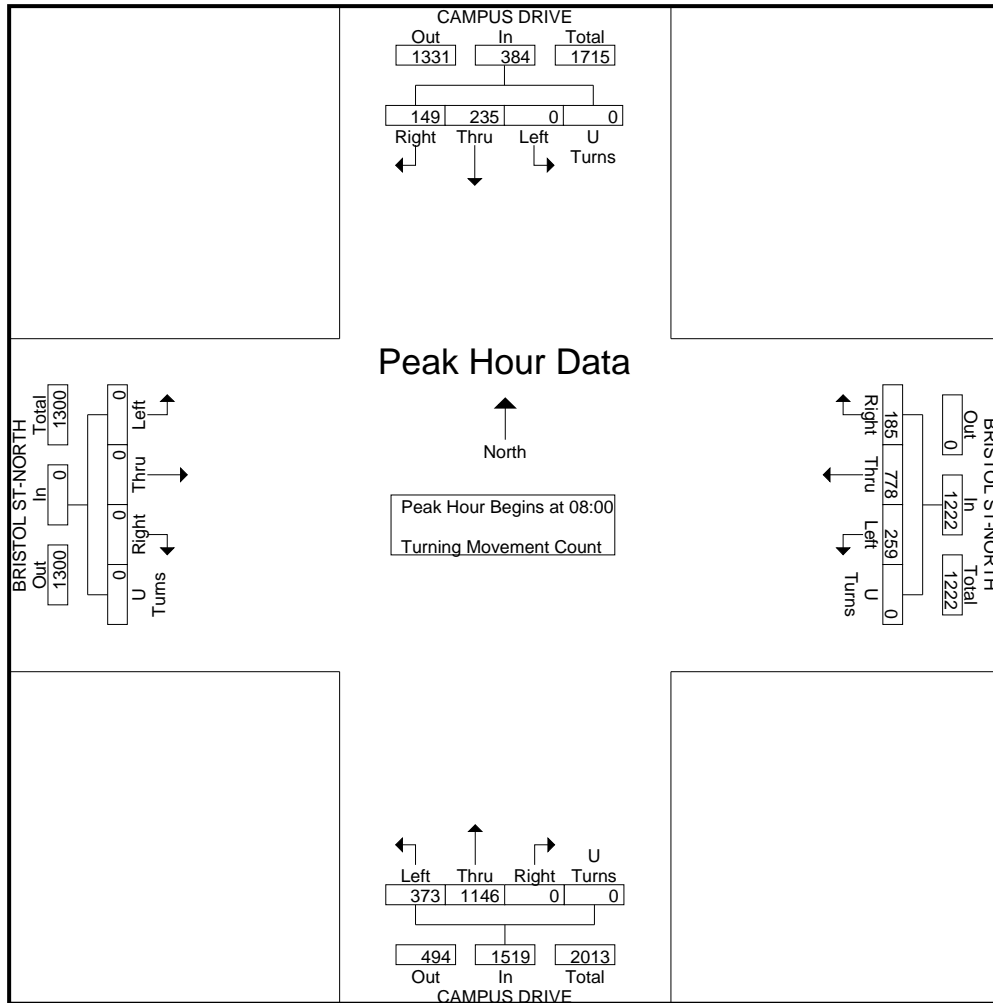
Groups Printed- Turning Movement Count

Start Time	CAMPUS DRIVE Southbound				BRISTOL ST-NORTH Westbound				CAMPUS DRIVE Northbound				BRISTOL ST-NORTH Eastbound				Int. Total	
	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns		
07:00	17	46	0	0	23	74	23	0	0	103	57	0	0	0	0	0	0	343
07:15	19	48	0	0	13	119	30	0	0	124	76	0	0	0	0	0	0	429
07:30	24	51	0	0	28	186	40	0	0	220	115	0	0	0	0	0	0	664
07:45	23	69	0	0	29	191	56	0	0	269	124	0	0	0	0	0	0	761
Total	83	214	0	0	93	570	149	0	0	716	372	0	0	0	0	0	0	2197
08:00	33	58	0	0	40	190	56	0	0	295	94	0	0	0	0	0	0	766
08:15	34	63	0	0	47	208	68	0	0	264	105	0	0	0	0	0	0	789
08:30	43	60	0	0	41	168	51	0	0	302	70	0	0	0	0	0	0	735
08:45	39	54	0	0	57	212	84	0	0	285	104	0	0	0	0	0	0	835
Total	149	235	0	0	185	778	259	0	0	1146	373	0	0	0	0	0	0	3125
16:00	131	104	0	0	26	361	84	0	0	171	134	0	0	0	0	0	0	1011
16:15	125	125	0	0	25	408	67	0	0	146	132	0	0	0	0	0	0	1028
16:30	141	132	0	0	26	410	76	0	0	128	126	0	0	0	0	0	0	1039
16:45	139	118	0	0	37	417	73	0	0	145	108	0	0	0	0	0	0	1037
Total	536	479	0	0	114	1596	300	0	0	590	500	0	0	0	0	0	0	4115
17:00	119	153	0	0	10	394	60	0	0	194	136	0	0	0	0	0	0	1066
17:15	152	193	0	0	16	382	48	0	0	170	120	0	0	0	0	0	0	1081
17:30	134	140	0	0	11	403	71	0	0	148	86	0	0	0	0	0	0	993
17:45	110	114	0	0	22	383	82	0	0	131	93	0	0	0	0	0	0	935
Total	515	600	0	0	59	1562	261	0	0	643	435	0	0	0	0	0	0	4075
18:00	95	100	0	0	21	324	61	0	0	117	107	0	0	0	0	0	0	825
18:15	79	88	0	0	23	305	67	0	0	89	112	0	0	0	0	0	0	763
Grand Total	1457	1716	0	0	495	5135	1097	0	0	3301	1899	0	0	0	0	0	0	15100
Apprch %	45.9	54.1	0	0	7.4	76.3	16.3	0	0	63.5	36.5	0	0	0	0	0	0	
Total %	9.6	11.4	0	0	3.3	34	7.3	0	0	21.9	12.6	0	0	0	0	0	0	

City: NEWPORT BEACH  
 N-S Direction: CAMPUS DRIVE  
 E-W Direction: BRISTOL ST-NORTH

File Name : H2402007  
 Site Code : 00000000  
 Start Date : 2/8/2024  
 Page No : 2

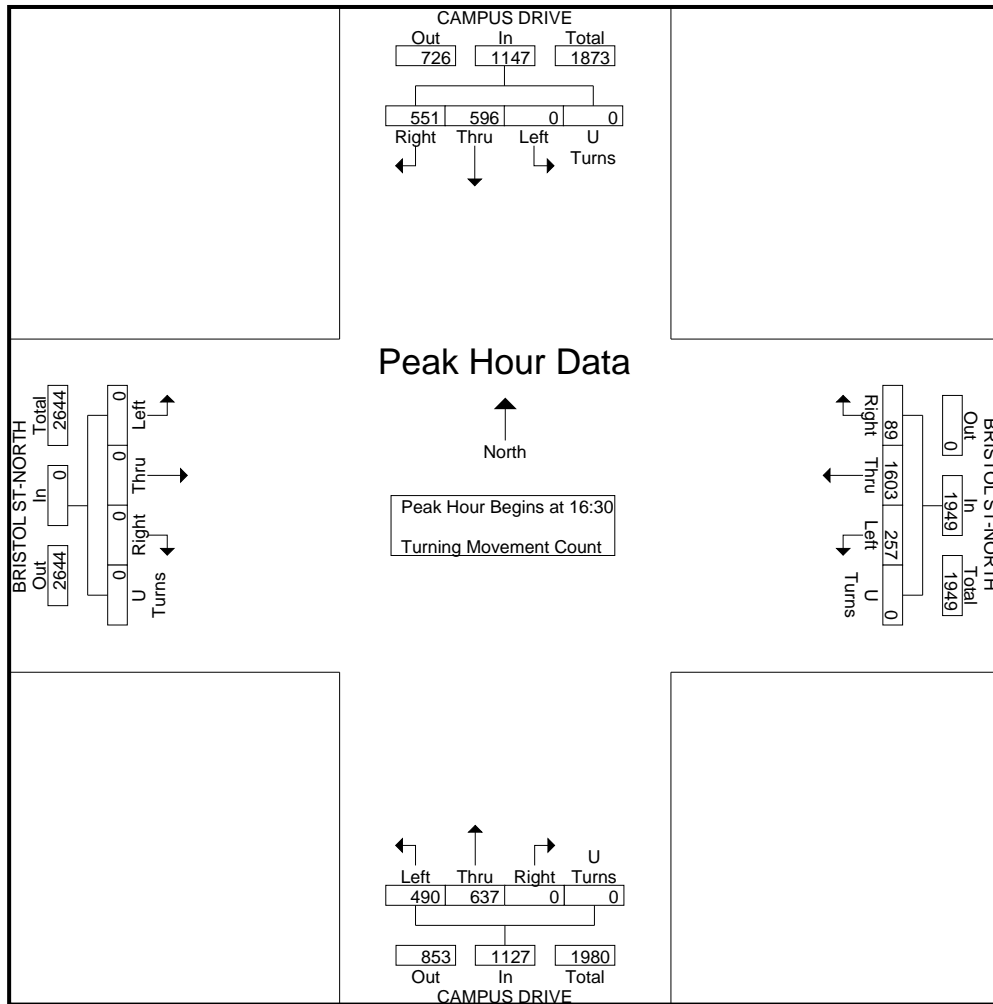
Start Time	CAMPUS DRIVE Southbound					BRISTOL ST-NORTH Westbound					CAMPUS DRIVE Northbound					BRISTOL ST-NORTH Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	33	58	0	0	91	40	190	56	0	286	0	295	94	0	389	0	0	0	0	0	766
08:15	34	63	0	0	97	47	208	68	0	323	0	264	105	0	369	0	0	0	0	0	789
08:30	43	60	0	0	103	41	168	51	0	260	0	302	70	0	372	0	0	0	0	0	735
08:45	39	54	0	0	93	57	212	84	0	353	0	285	104	0	389	0	0	0	0	0	835
Total Volume	149	235	0	0	384	185	778	259	0	1222	0	1146	373	0	1519	0	0	0	0	0	3125
% App. Total	38.8	61.2	0	0		15.1	63.7	21.2	0		0	75.4	24.6	0		0	0	0	0		
PHF	.866	.933	.000	.000	.932	.811	.917	.771	.000	.865	.000	.949	.888	.000	.976	.000	.000	.000	.000	.000	.936



City: NEWPORT BEACH  
 N-S Direction: CAMPUS DRIVE  
 E-W Direction: BRISTOL ST-NORTH

File Name : H2402007  
 Site Code : 00000000  
 Start Date : 2/8/2024  
 Page No : 3

Start Time	CAMPUS DRIVE Southbound					BRISTOL ST-NORTH Westbound					CAMPUS DRIVE Northbound					BRISTOL ST-NORTH Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	141	132	0	0	273	26	410	76	0	512	0	128	126	0	254	0	0	0	0	0	1039
16:45	139	118	0	0	257	37	417	73	0	527	0	145	108	0	253	0	0	0	0	0	1037
17:00	119	153	0	0	272	10	394	60	0	464	0	194	136	0	330	0	0	0	0	0	1066
17:15	152	193	0	0	345	16	382	48	0	446	0	170	120	0	290	0	0	0	0	0	1081
Total Volume	551	596	0	0	1147	89	1603	257	0	1949	0	637	490	0	1127	0	0	0	0	0	4223
% App. Total	48	52	0	0		4.6	82.2	13.2	0		0	56.5	43.5	0		0	0	0	0	0	
PHF	.906	.772	.000	.000	.831	.601	.961	.845	.000	.925	.000	.821	.901	.000	.854	.000	.000	.000	.000	.000	.977



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

File Name : H2402003  
 Site Code : 00000000  
 Start Date : 2/8/2024  
 Page No : 1

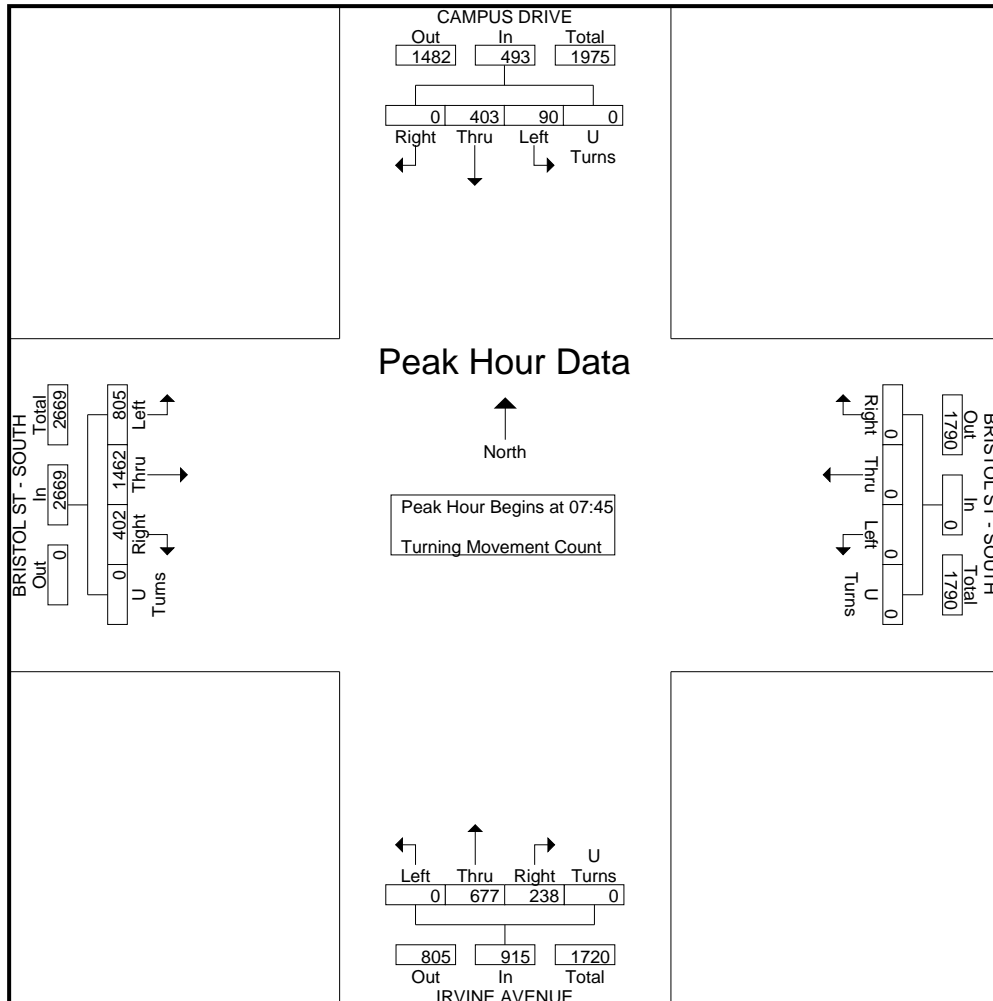
Groups Printed- Turning Movement Count

Start Time	CAMPUS DRIVE Southbound				BRISTOL ST - SOUTH Westbound				IRVINE AVENUE Northbound				BRISTOL ST - SOUTH Eastbound				Int. Total
	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	
07:00	0	51	10	0	0	0	0	0	25	61	0	0	94	234	108	0	583
07:15	0	63	12	0	0	0	0	0	30	82	0	0	90	250	124	0	651
07:30	0	75	20	0	0	0	0	0	41	138	0	0	85	267	177	0	803
07:45	0	108	18	0	0	0	0	0	65	184	0	0	105	383	190	0	1053
Total	0	297	60	0	0	0	0	0	161	465	0	0	374	1134	599	0	3090
08:00	0	94	25	0	0	0	0	0	60	166	0	0	97	362	215	0	1019
08:15	0	105	19	0	0	0	0	0	60	169	0	0	110	355	195	0	1013
08:30	0	96	28	0	0	0	0	0	53	158	0	0	90	362	205	0	992
08:45	0	109	23	0	0	0	0	0	57	196	0	0	97	325	180	0	987
Total	0	404	95	0	0	0	0	0	230	689	0	0	394	1404	795	0	4011
16:00	0	139	39	1	0	0	0	0	59	159	0	0	113	217	134	0	861
16:15	0	155	31	0	0	0	0	0	52	171	0	0	103	189	97	0	798
16:30	0	159	49	0	0	0	0	0	61	133	0	0	102	191	98	0	793
16:45	0	154	27	1	0	0	0	0	49	159	0	0	133	233	118	0	874
Total	0	607	146	2	0	0	0	0	221	622	0	0	451	830	447	0	3326
17:00	0	169	28	0	0	0	0	0	68	177	0	0	121	235	121	0	919
17:15	0	220	46	1	0	0	0	0	63	166	0	0	104	167	114	0	881
17:30	0	169	46	0	0	0	0	0	67	147	0	0	87	189	77	0	782
17:45	0	149	29	1	0	0	0	0	60	118	0	0	107	193	87	0	744
Total	0	707	149	2	0	0	0	0	258	608	0	0	419	784	399	0	3326
18:00	0	123	22	0	0	0	0	0	46	158	0	0	104	119	71	0	643
18:15	0	121	36	0	0	0	0	0	40	115	0	0	99	128	79	0	618
Grand Total	0	2259	508	4	0	0	0	0	956	2657	0	0	1841	4399	2390	0	15014
Apprch %	0	81.5	18.3	0.1	0	0	0	0	26.5	73.5	0	0	21.3	51	27.7	0	
Total %	0	15	3.4	0	0	0	0	0	6.4	17.7	0	0	12.3	29.3	15.9	0	

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

File Name : H2402003  
 Site Code : 00000000  
 Start Date : 2/8/2024  
 Page No : 2

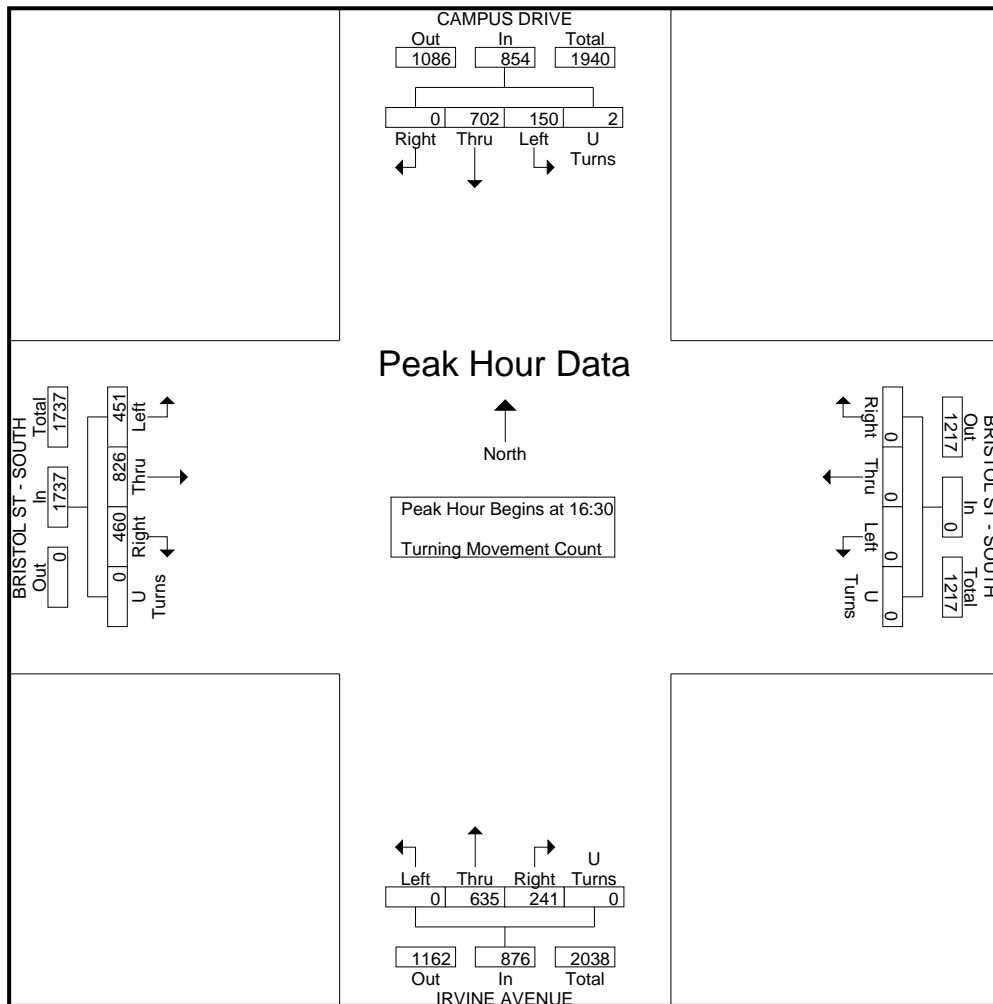
Start Time	CAMPUS DRIVE Southbound					BRISTOL ST - SOUTH Westbound					IRVINE AVENUE Northbound					BRISTOL ST - SOUTH Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	108	18	0	126	0	0	0	0	0	65	184	0	0	249	105	383	190	0	678	1053
08:00	0	94	25	0	119	0	0	0	0	0	60	166	0	0	226	97	362	215	0	674	1019
08:15	0	105	19	0	124	0	0	0	0	0	60	169	0	0	229	110	355	195	0	660	1013
08:30	0	96	28	0	124	0	0	0	0	0	53	158	0	0	211	90	362	205	0	657	992
Total Volume	0	403	90	0	493	0	0	0	0	0	238	677	0	0	915	402	1462	805	0	2669	4077
% App. Total	0	81.7	18.3	0		0	0	0	0		26	74	0	0		15.1	54.8	30.2	0		
PHF	.000	.933	.804	.000	.978	.000	.000	.000	.000	.000	.915	.920	.000	.000	.919	.914	.954	.936	.000	.984	.968



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

File Name : H2402003  
 Site Code : 00000000  
 Start Date : 2/8/2024  
 Page No : 3

Start Time	CAMPUS DRIVE Southbound					BRISTOL ST - SOUTH Westbound					IRVINE AVENUE Northbound					BRISTOL ST - SOUTH Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	159	49	0	208	0	0	0	0	0	61	133	0	0	194	102	191	98	0	391	793
16:45	0	154	27	1	182	0	0	0	0	0	49	159	0	0	208	133	233	118	0	484	874
17:00	0	169	28	0	197	0	0	0	0	0	68	177	0	0	245	121	235	121	0	477	919
17:15	0	220	46	1	267	0	0	0	0	0	63	166	0	0	229	104	167	114	0	385	881
Total Volume	0	702	150	2	854	0	0	0	0	0	241	635	0	0	876	460	826	451	0	1737	3467
% App. Total	0	82.2	17.6	0.2		0	0	0	0	0	27.5	72.5	0	0		26.5	47.6	26	0		
PHF	.000	.798	.765	.500	.800	.000	.000	.000	.000	.000	.886	.897	.000	.000	.894	.865	.879	.932	.000	.897	.943



City of Newport Beach  
 N-S Direction: Birch St  
 E-W Direction: Bristol St North

File Name : H2402008  
 Site Code : 00000000  
 Start Date : 3/19/2024  
 Page No : 1

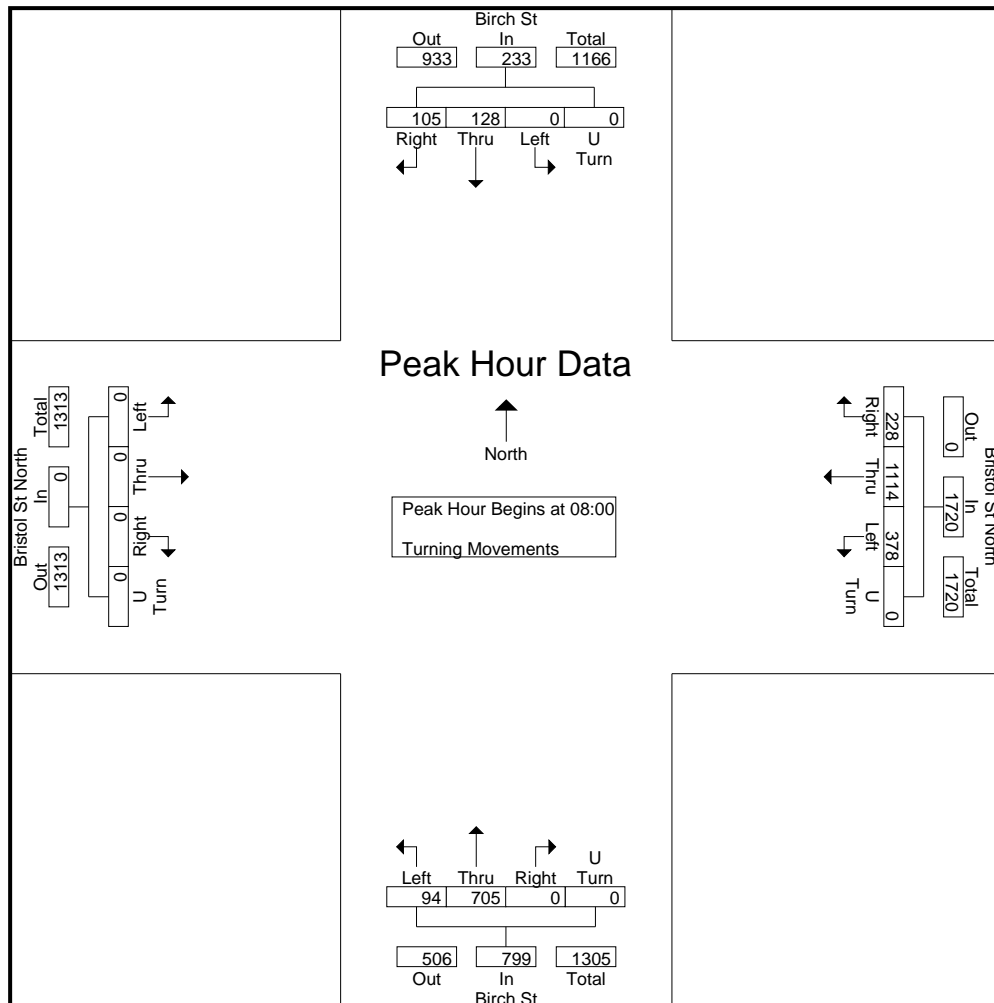
Groups Printed- Turning Movements

Start Time	Birch St Southbound				Bristol St North Westbound				Birch St Northbound				Bristol St North Eastbound				Int. Total
	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	
07:00	9	14	0	0	6	107	30	0	0	78	9	0	0	0	0	0	253
07:15	13	10	0	0	10	142	61	0	0	90	17	0	0	0	0	0	343
07:30	16	19	0	0	21	257	51	0	0	105	13	0	0	0	0	0	482
07:45	17	34	0	0	24	271	74	0	0	168	23	0	0	0	0	0	611
Total	55	77	0	0	61	777	216	0	0	441	62	0	0	0	0	0	1689
08:00	21	34	0	0	39	246	74	0	0	167	30	0	0	0	0	0	611
08:15	33	29	0	0	65	257	101	0	0	172	13	0	0	0	0	0	670
08:30	15	30	0	0	67	300	93	0	0	176	28	0	0	0	0	0	709
08:45	36	35	0	0	57	311	110	0	0	190	23	0	0	0	0	0	762
Total	105	128	0	0	228	1114	378	0	0	705	94	0	0	0	0	0	2752
16:00	112	60	0	0	34	362	66	0	0	79	44	0	0	0	0	0	757
16:15	105	69	0	0	33	327	78	0	0	82	28	0	0	0	0	0	722
16:30	113	73	0	0	43	379	99	0	0	63	48	0	0	0	0	0	818
16:45	101	77	0	0	30	389	85	0	0	59	35	0	0	0	0	0	776
Total	431	279	0	0	140	1457	328	0	0	283	155	0	0	0	0	0	3073
17:00	171	94	0	0	19	332	97	0	0	79	45	0	0	0	0	0	837
17:15	142	86	0	0	36	267	138	0	0	75	33	0	0	0	0	0	777
17:30	106	71	0	0	25	380	95	0	0	55	28	0	0	0	0	0	760
17:45	102	50	0	0	23	336	82	0	0	70	31	0	0	0	0	0	694
Total	521	301	0	0	103	1315	412	0	0	279	137	0	0	0	0	0	3068
18:00	90	55	0	0	13	299	73	0	0	49	38	0	0	0	0	0	617
18:15	81	42	0	0	25	291	56	0	0	45	25	0	0	0	0	0	565
Grand Total	1283	882	0	0	570	5253	1463	0	0	1802	511	0	0	0	0	0	11764
Apprch %	59.3	40.7	0	0	7.8	72.1	20.1	0	0	77.9	22.1	0	0	0	0	0	
Total %	10.9	7.5	0	0	4.8	44.7	12.4	0	0	15.3	4.3	0	0	0	0	0	

City of Newport Beach  
 N-S Direction: Birch St  
 E-W Direction: Bristol St North

File Name : H2402008  
 Site Code : 00000000  
 Start Date : 3/19/2024  
 Page No : 2

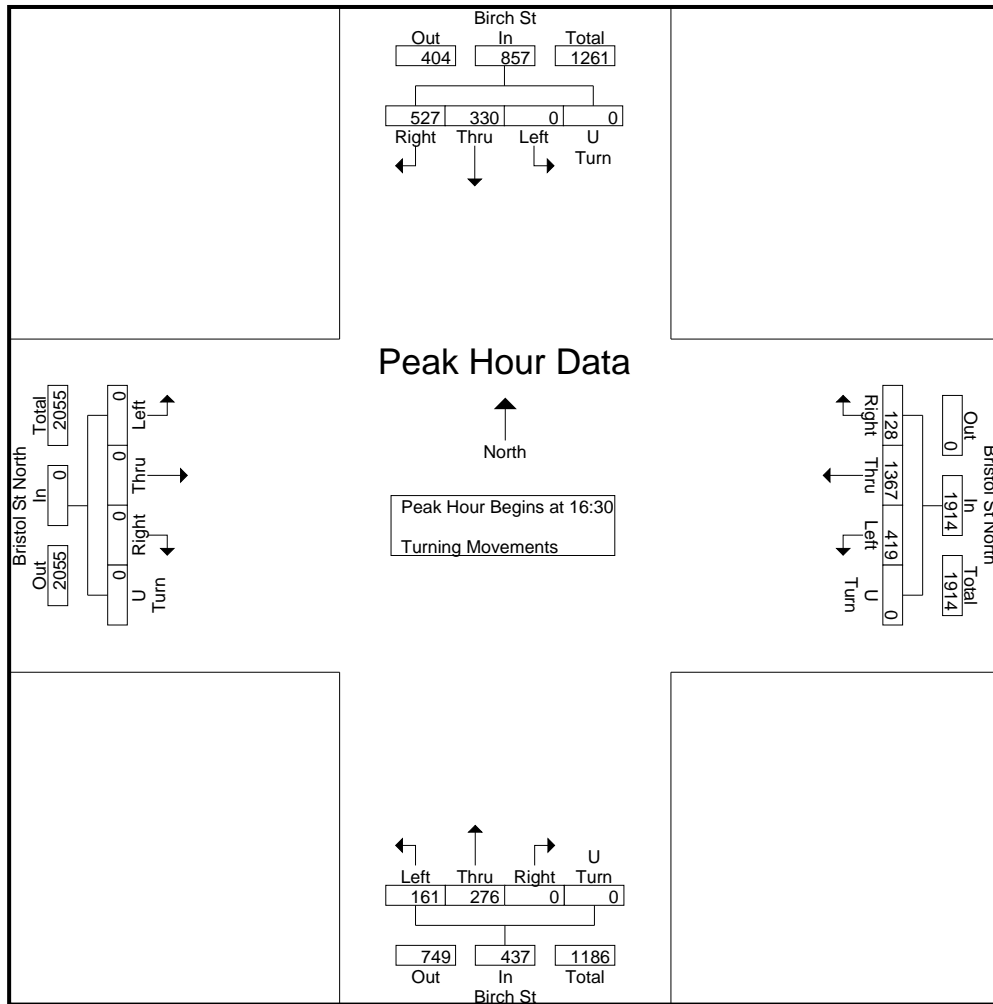
Start Time	Birch St Southbound					Bristol St North Westbound					Birch St Northbound					Bristol St North Eastbound					Int. Total
	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	21	34	0	0	55	39	246	74	0	359	0	167	30	0	197	0	0	0	0	0	611
08:15	33	29	0	0	62	65	257	101	0	423	0	172	13	0	185	0	0	0	0	0	670
08:30	15	30	0	0	45	67	300	93	0	460	0	176	28	0	204	0	0	0	0	0	709
08:45	36	35	0	0	71	57	311	110	0	478	0	190	23	0	213	0	0	0	0	0	762
Total Volume	105	128	0	0	233	228	1114	378	0	1720	0	705	94	0	799	0	0	0	0	0	2752
% App. Total	45.1	54.9	0	0		13.3	64.8	22	0		0	88.2	11.8	0		0	0	0	0		
PHF	.729	.914	.000	.000	.820	.851	.895	.859	.000	.900	.000	.928	.783	.000	.938	.000	.000	.000	.000	.000	.903



City of Newport Beach  
 N-S Direction: Birch St  
 E-W Direction: Bristol St North

File Name : H2402008  
 Site Code : 00000000  
 Start Date : 3/19/2024  
 Page No : 3

Start Time	Birch St Southbound					Bristol St North Westbound					Birch St Northbound					Bristol St North Eastbound					Int. Total
	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	
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	113	73	0	0	186	43	379	99	0	521	0	63	48	0	111	0	0	0	0	0	818
16:45	101	77	0	0	178	30	389	85	0	504	0	59	35	0	94	0	0	0	0	0	776
17:00	171	94	0	0	265	19	332	97	0	448	0	79	45	0	124	0	0	0	0	0	837
17:15	142	86	0	0	228	36	267	138	0	441	0	75	33	0	108	0	0	0	0	0	777
Total Volume	527	330	0	0	857	128	1367	419	0	1914	0	276	161	0	437	0	0	0	0	0	3208
% App. Total	61.5	38.5	0	0		6.7	71.4	21.9	0		0	63.2	36.8	0		0	0	0	0	0	
PHF	.770	.878	.000	.000	.808	.744	.879	.759	.000	.918	.000	.873	.839	.000	.881	.000	.000	.000	.000	.000	.958



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

File Name : H2402004  
 Site Code : 00000000  
 Start Date : 2/8/2024  
 Page No : 1

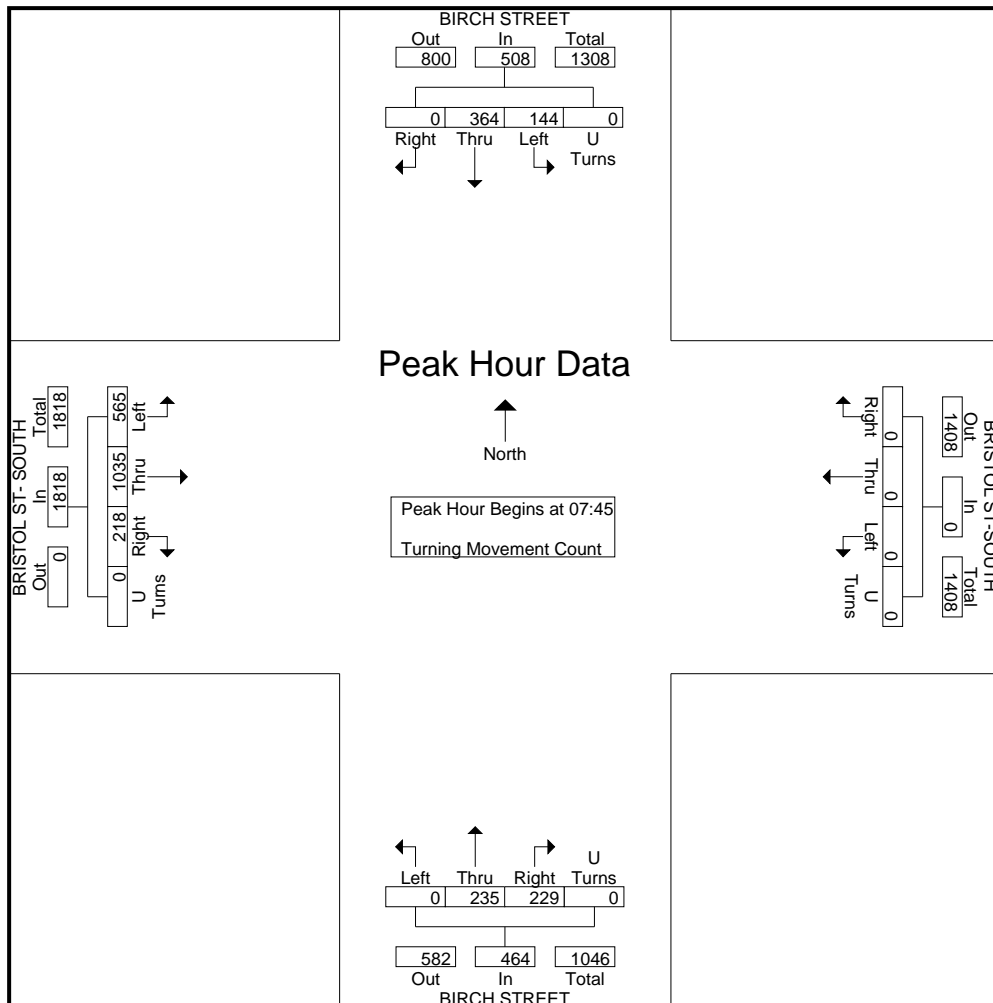
Groups Printed- Turning Movement Count

Start Time	BIRCH STREET Southbound				BRISTOL ST-SOUTH Westbound				BIRCH STREET Northbound				BRISTOL ST- SOUTH Eastbound				Int. Total
	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	
07:00	0	37	13	0	0	0	0	0	18	24	0	0	30	162	68	0	352
07:15	0	36	16	0	0	0	0	0	35	26	0	0	43	183	80	0	419
07:30	0	76	15	0	0	0	0	0	72	41	0	0	32	225	90	0	551
07:45	0	68	24	0	0	0	0	0	76	54	0	0	44	270	146	0	682
Total	0	217	68	0	0	0	0	0	201	145	0	0	149	840	384	0	2004
08:00	0	101	39	0	0	0	0	0	53	60	0	0	69	267	139	0	728
08:15	0	94	35	0	0	0	0	0	50	58	0	0	52	238	155	0	682
08:30	0	101	46	0	0	0	0	0	50	63	0	0	53	260	125	0	698
08:45	0	96	50	0	0	0	0	0	66	69	0	0	34	223	132	0	670
Total	0	392	170	0	0	0	0	0	219	250	0	0	208	988	551	0	2778
16:00	0	80	50	0	0	0	0	0	65	67	0	0	26	219	57	0	564
16:15	0	117	58	0	0	0	0	0	59	62	0	0	28	202	63	0	589
16:30	0	112	53	0	0	0	0	0	74	61	0	0	20	217	63	0	600
16:45	0	100	41	0	0	0	0	0	74	49	0	0	29	208	71	0	572
Total	0	409	202	0	0	0	0	0	272	239	0	0	103	846	254	0	2325
17:00	0	131	36	0	0	0	0	0	67	67	0	0	28	267	56	0	652
17:15	0	154	30	0	0	0	0	0	49	54	0	0	25	212	45	0	569
17:30	0	130	54	0	0	0	0	0	51	60	0	0	25	228	40	0	588
17:45	0	90	34	0	0	0	0	0	44	53	0	0	20	212	46	0	499
Total	0	505	154	0	0	0	0	0	211	234	0	0	98	919	187	0	2308
18:00	0	91	46	0	0	0	0	0	46	41	0	0	24	156	24	0	428
18:15	0	56	30	0	0	0	0	0	20	25	0	0	19	167	32	0	349
Grand Total	0	1670	670	0	0	0	0	0	969	934	0	0	601	3916	1432	0	10192
Apprch %	0	71.4	28.6	0	0	0	0	0	50.9	49.1	0	0	10.1	65.8	24.1	0	
Total %	0	16.4	6.6	0	0	0	0	0	9.5	9.2	0	0	5.9	38.4	14.1	0	

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

File Name : H2402004  
 Site Code : 00000000  
 Start Date : 2/8/2024  
 Page No : 2

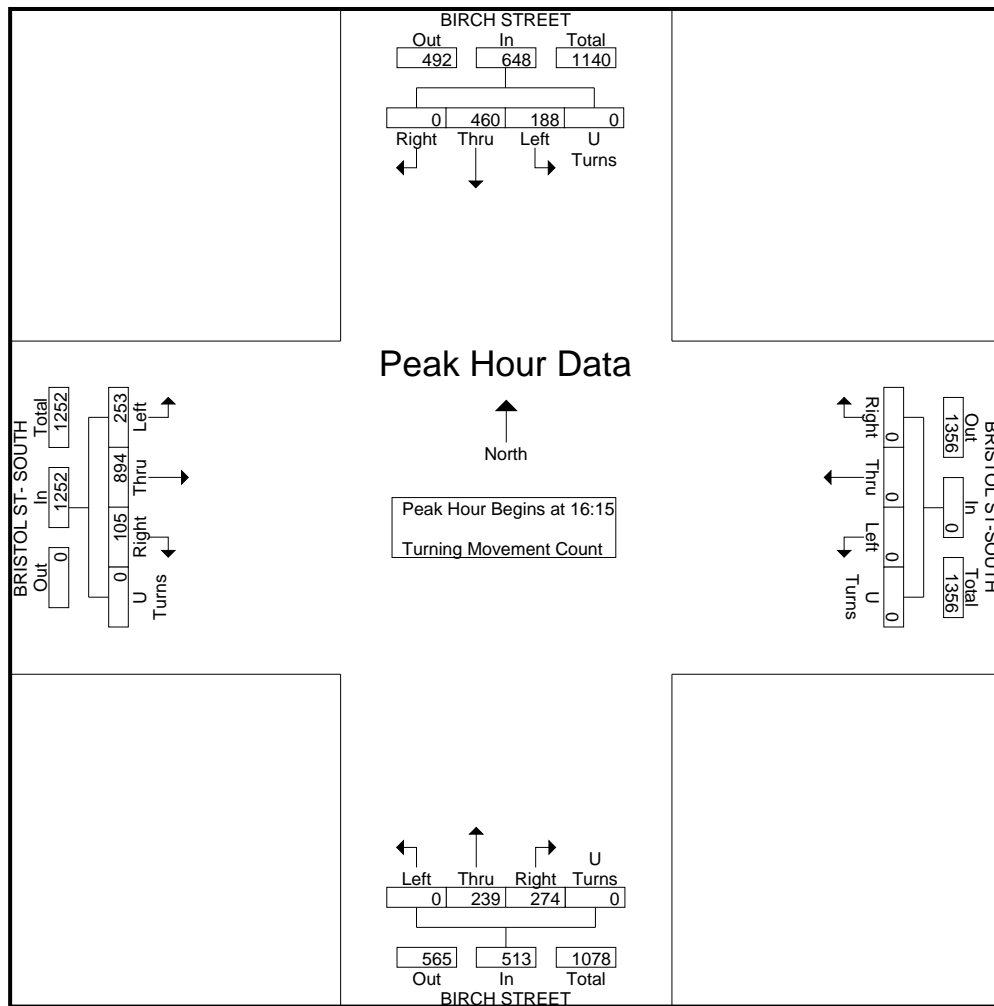
Start Time	BIRCH STREET Southbound					BRISTOL ST-SOUTH Westbound					BIRCH STREET Northbound					BRISTOL ST-SOUTH Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	68	24	0	92	0	0	0	0	0	76	54	0	0	130	44	270	146	0	460	682
08:00	0	101	39	0	140	0	0	0	0	0	53	60	0	0	113	69	267	139	0	475	728
08:15	0	94	35	0	129	0	0	0	0	0	50	58	0	0	108	52	238	155	0	445	682
08:30	0	101	46	0	147	0	0	0	0	0	50	63	0	0	113	53	260	125	0	438	698
Total Volume	0	364	144	0	508	0	0	0	0	0	229	235	0	0	464	218	1035	565	0	1818	2790
% App. Total	0	71.7	28.3	0		0	0	0	0		49.4	50.6	0	0		12	56.9	31.1	0		
PHF	.000	.901	.783	.000	.864	.000	.000	.000	.000	.000	.753	.933	.000	.000	.892	.790	.958	.911	.000	.957	.958



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

File Name : H2402004  
 Site Code : 00000000  
 Start Date : 2/8/2024  
 Page No : 3

Start Time	BIRCH STREET Southbound					BRISTOL ST-SOUTH Westbound					BIRCH STREET Northbound					BRISTOL ST-SOUTH Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	117	58	0	175	0	0	0	0	0	59	62	0	0	121	28	202	63	0	293	589
16:30	0	112	53	0	165	0	0	0	0	0	74	61	0	0	135	20	217	63	0	300	600
16:45	0	100	41	0	141	0	0	0	0	0	74	49	0	0	123	29	208	71	0	308	572
17:00	0	131	36	0	167	0	0	0	0	0	67	67	0	0	134	28	267	56	0	351	652
Total Volume	0	460	188	0	648	0	0	0	0	0	274	239	0	0	513	105	894	253	0	1252	2413
% App. Total	0	71	29	0		0	0	0	0		53.4	46.6	0	0		8.4	71.4	20.2	0		
PHF	.000	.878	.810	.000	.926	.000	.000	.000	.000	.000	.926	.892	.000	.000	.950	.905	.837	.891	.000	.892	.925



City: NEWPORT BEACH  
 N-S Direction: JAMBOREE ROAD  
 E-W Direction: BRISTOL ST- NORTH

File Name : H2402009  
 Site Code : 00000000  
 Start Date : 2/8/2024  
 Page No : 1

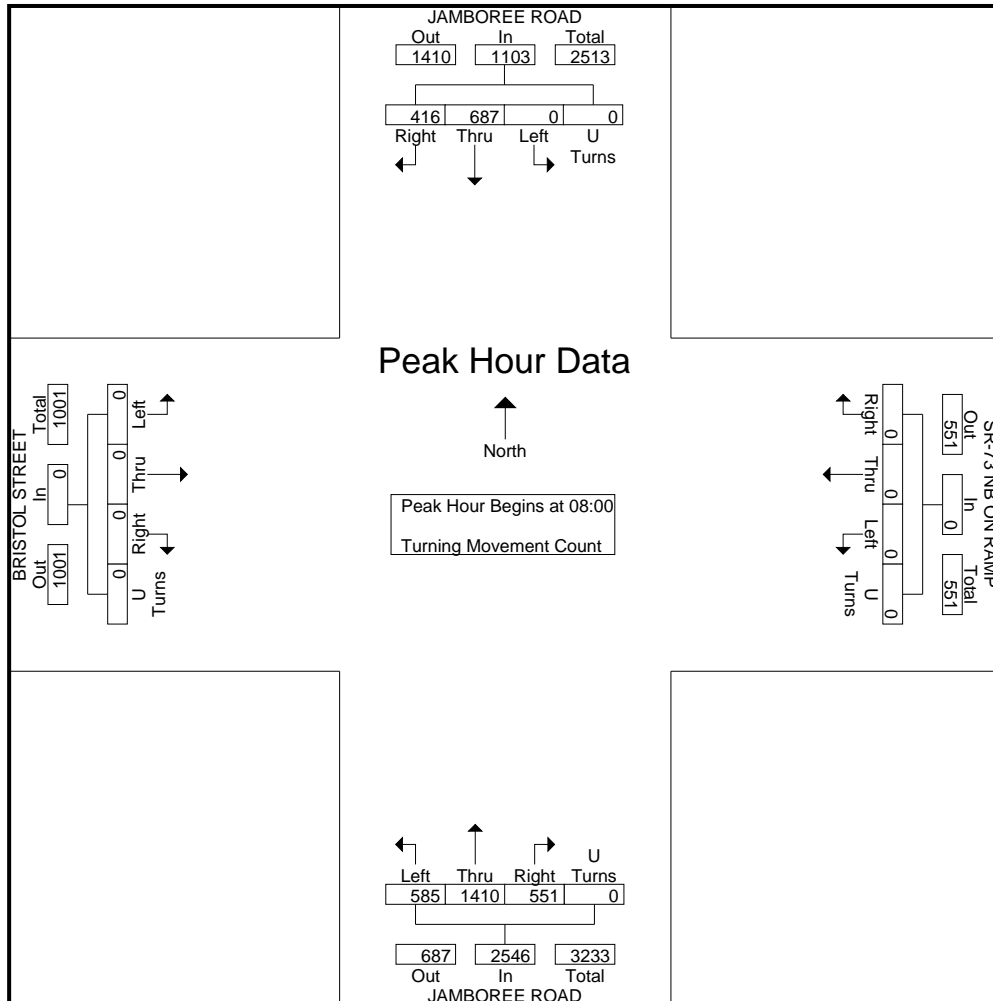
Groups Printed- Turning Movement Count

Start Time	JAMBOREE ROAD Southbound				SR-73 NB ON RAMP Westbound				JAMBOREE ROAD Northbound				BRISTOL STREET Eastbound				Int. Total
	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	
07:00	54	113	0	0	0	0	0	0	114	183	62	0	0	0	0	0	526
07:15	50	113	0	0	0	0	0	0	131	219	92	0	0	0	0	0	605
07:30	82	174	0	0	0	0	0	0	168	276	112	0	0	0	0	0	812
07:45	89	205	0	0	0	0	0	0	147	299	106	0	0	0	0	0	846
Total	275	605	0	0	0	0	0	0	560	977	372	0	0	0	0	0	2789
08:00	97	176	0	0	0	0	0	0	134	329	139	0	0	0	0	0	875
08:15	108	173	0	0	0	0	0	0	155	359	138	0	0	0	0	0	933
08:30	96	167	0	0	0	0	0	0	137	368	143	0	0	0	0	0	911
08:45	115	171	0	0	0	0	0	0	125	354	165	0	0	0	0	0	930
Total	416	687	0	0	0	0	0	0	551	1410	585	0	0	0	0	0	3649
16:00	139	124	0	0	0	0	0	0	224	347	150	0	0	0	0	0	984
16:15	137	130	0	0	0	0	0	0	256	416	170	0	0	0	0	0	1109
16:30	147	166	0	0	0	0	0	0	241	390	153	0	0	0	0	0	1097
16:45	167	154	0	0	0	0	0	0	203	372	136	0	0	0	0	0	1032
Total	590	574	0	0	0	0	0	0	924	1525	609	0	0	0	0	0	4222
17:00	189	195	0	0	0	0	0	0	234	360	158	0	0	0	0	0	1136
17:15	133	192	0	0	0	0	0	0	240	327	134	1	0	0	0	0	1027
17:30	119	180	0	0	0	0	0	0	175	311	111	0	0	0	0	0	896
17:45	134	148	0	0	0	0	0	0	206	330	122	0	0	0	0	0	940
Total	575	715	0	0	0	0	0	0	855	1328	525	1	0	0	0	0	3999
18:00	130	116	0	0	0	0	0	0	195	279	103	0	0	0	0	0	823
18:15	111	115	0	0	0	0	0	0	181	270	117	0	0	0	0	0	794
Grand Total	2097	2812	0	0	0	0	0	0	3266	5789	2311	1	0	0	0	0	16276
Apprch %	42.7	57.3	0	0	0	0	0	0	28.7	50.9	20.3	0	0	0	0	0	
Total %	12.9	17.3	0	0	0	0	0	0	20.1	35.6	14.2	0	0	0	0	0	

City: NEWPORT BEACH  
 N-S Direction: JAMBOREE ROAD  
 E-W Direction: BRISTOL ST- NORTH

File Name : H2402009  
 Site Code : 00000000  
 Start Date : 2/8/2024  
 Page No : 2

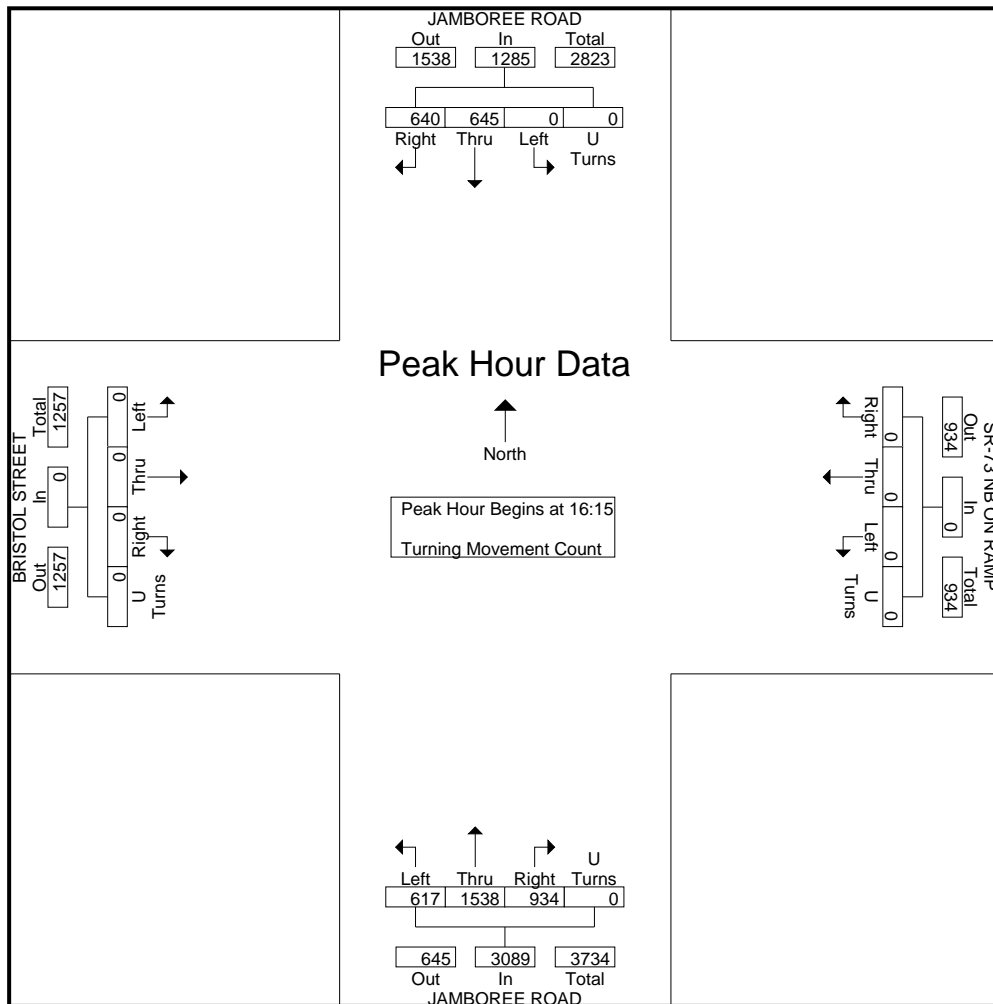
Start Time	JAMBOREE ROAD Southbound					SR-73 NB ON RAMP Westbound					JAMBOREE ROAD Northbound					BRISTOL STREET Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	97	176	0	0	273	0	0	0	0	0	134	329	139	0	602	0	0	0	0	0	875
08:15	108	173	0	0	281	0	0	0	0	0	155	359	138	0	652	0	0	0	0	0	933
08:30	96	167	0	0	263	0	0	0	0	0	137	368	143	0	648	0	0	0	0	0	911
08:45	115	171	0	0	286	0	0	0	0	0	125	354	165	0	644	0	0	0	0	0	930
Total Volume	416	687	0	0	1103	0	0	0	0	0	551	1410	585	0	2546	0	0	0	0	0	3649
% App. Total	37.7	62.3	0	0		0	0	0	0	0	21.6	55.4	23	0		0	0	0	0	0	
PHF	.904	.976	.000	.000	.964	.000	.000	.000	.000	.000	.889	.958	.886	.000	.976	.000	.000	.000	.000	.000	.978



City: NEWPORT BEACH  
 N-S Direction: JAMBOREE ROAD  
 E-W Direction: BRISTOL ST- NORTH

File Name : H2402009  
 Site Code : 00000000  
 Start Date : 2/8/2024  
 Page No : 3

Start Time	JAMBOREE ROAD Southbound					SR-73 NB ON RAMP Westbound					JAMBOREE ROAD Northbound					BRISTOL STREET Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	137	130	0	0	267	0	0	0	0	0	256	416	170	0	842	0	0	0	0	0	1109
16:30	147	166	0	0	313	0	0	0	0	0	241	390	153	0	784	0	0	0	0	0	1097
16:45	167	154	0	0	321	0	0	0	0	0	203	372	136	0	711	0	0	0	0	0	1032
17:00	189	195	0	0	384	0	0	0	0	0	234	360	158	0	752	0	0	0	0	0	1136
Total Volume	640	645	0	0	1285	0	0	0	0	0	934	1538	617	0	3089	0	0	0	0	0	4374
% App. Total	49.8	50.2	0	0		0	0	0	0	0	30.2	49.8	20	0		0	0	0	0	0	
PHF	.847	.827	.000	.000	.837	.000	.000	.000	.000	.000	.912	.924	.907	.000	.917	.000	.000	.000	.000	.000	.963



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

File Name : H2402006  
 Site Code : 00000000  
 Start Date : 2/8/2024  
 Page No : 1

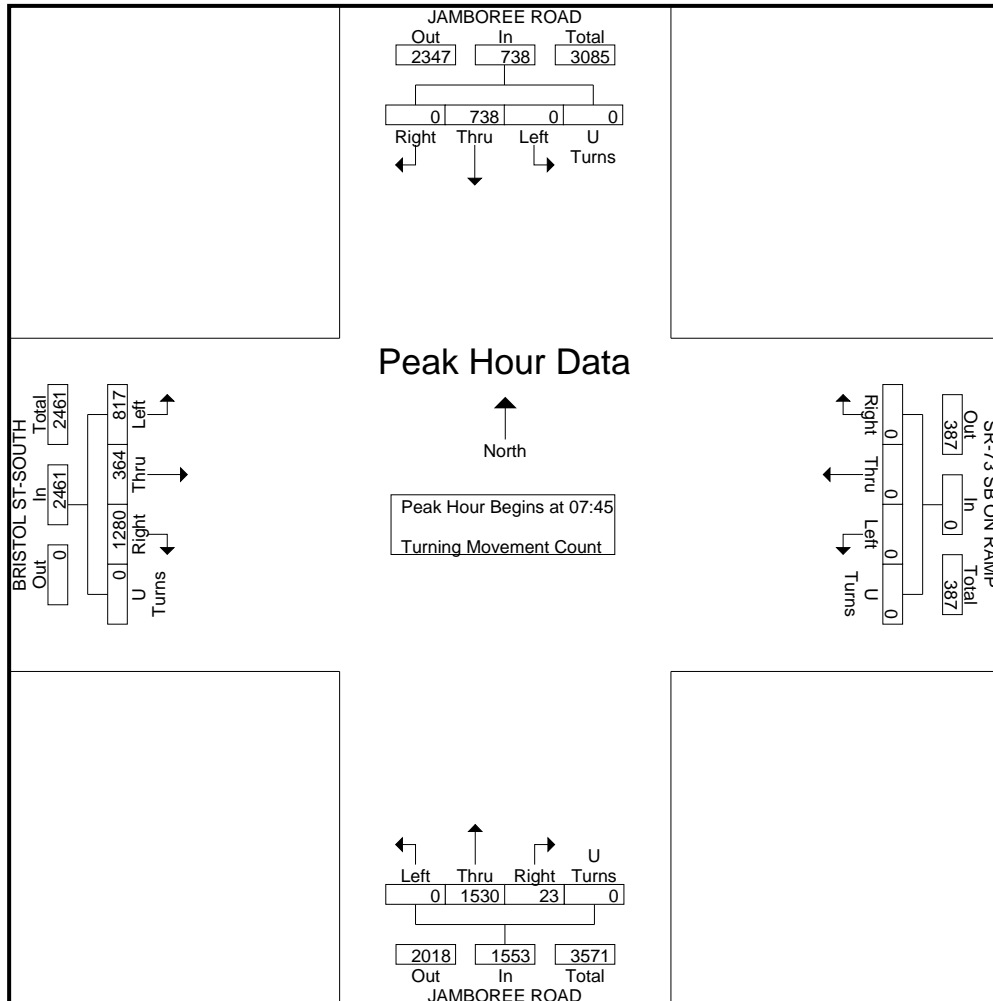
Groups Printed- Turning Movement Count

Start Time	JAMBOREE ROAD Southbound				SR-73 SB ON RAMP Westbound				JAMBOREE ROAD Northbound				BRISTOL ST-SOUTH Eastbound				Int. Total
	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	
07:00	0	127	0	0	0	0	0	0	4	209	0	0	275	66	132	0	813
07:15	0	124	0	0	0	0	0	0	5	277	0	0	261	63	158	0	888
07:30	0	152	0	0	0	0	0	0	3	296	0	0	308	91	210	0	1060
07:45	0	203	0	0	0	0	0	0	7	301	0	0	355	99	228	0	1193
Total	0	606	0	0	0	0	0	0	19	1083	0	0	1199	319	728	0	3954
08:00	0	205	0	0	0	0	0	0	4	424	0	0	322	84	194	0	1233
08:15	0	154	0	0	0	0	0	0	4	349	0	0	306	94	189	0	1096
08:30	0	176	0	0	0	0	0	0	8	456	0	0	297	87	206	0	1230
08:45	0	176	0	0	0	0	0	0	13	378	0	0	286	91	191	0	1135
Total	0	711	0	0	0	0	0	0	29	1607	0	0	1211	356	780	0	4694
16:00	0	129	0	0	0	0	0	0	9	532	0	0	257	136	172	0	1235
16:15	0	144	0	0	0	0	0	0	20	504	0	0	208	129	169	0	1174
16:30	0	145	0	0	0	0	0	0	16	465	0	0	260	161	188	0	1235
16:45	0	167	0	0	0	0	0	0	20	567	0	0	218	134	165	0	1271
Total	0	585	0	0	0	0	0	0	65	2068	0	0	943	560	694	0	4915
17:00	0	191	0	0	0	0	0	0	15	489	0	0	215	142	216	0	1268
17:15	0	162	0	0	0	0	0	0	12	423	0	0	222	141	150	0	1110
17:30	0	193	0	0	0	0	0	0	14	458	0	0	260	127	164	0	1216
17:45	0	138	0	0	0	0	0	0	15	388	0	0	227	124	185	0	1077
Total	0	684	0	0	0	0	0	0	56	1758	0	0	924	534	715	0	4671
18:00	0	111	0	0	0	0	0	0	16	423	0	0	182	100	159	0	991
18:15	0	135	0	0	0	0	0	0	12	416	0	0	184	95	131	0	973
Grand Total	0	2832	0	0	0	0	0	0	197	7355	0	0	4643	1964	3207	0	20198
Apprch %	0	100	0	0	0	0	0	0	2.6	97.4	0	0	47.3	20	32.7	0	
Total %	0	14	0	0	0	0	0	0	1	36.4	0	0	23	9.7	15.9	0	

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

File Name : H2402006  
 Site Code : 00000000  
 Start Date : 2/8/2024  
 Page No : 2

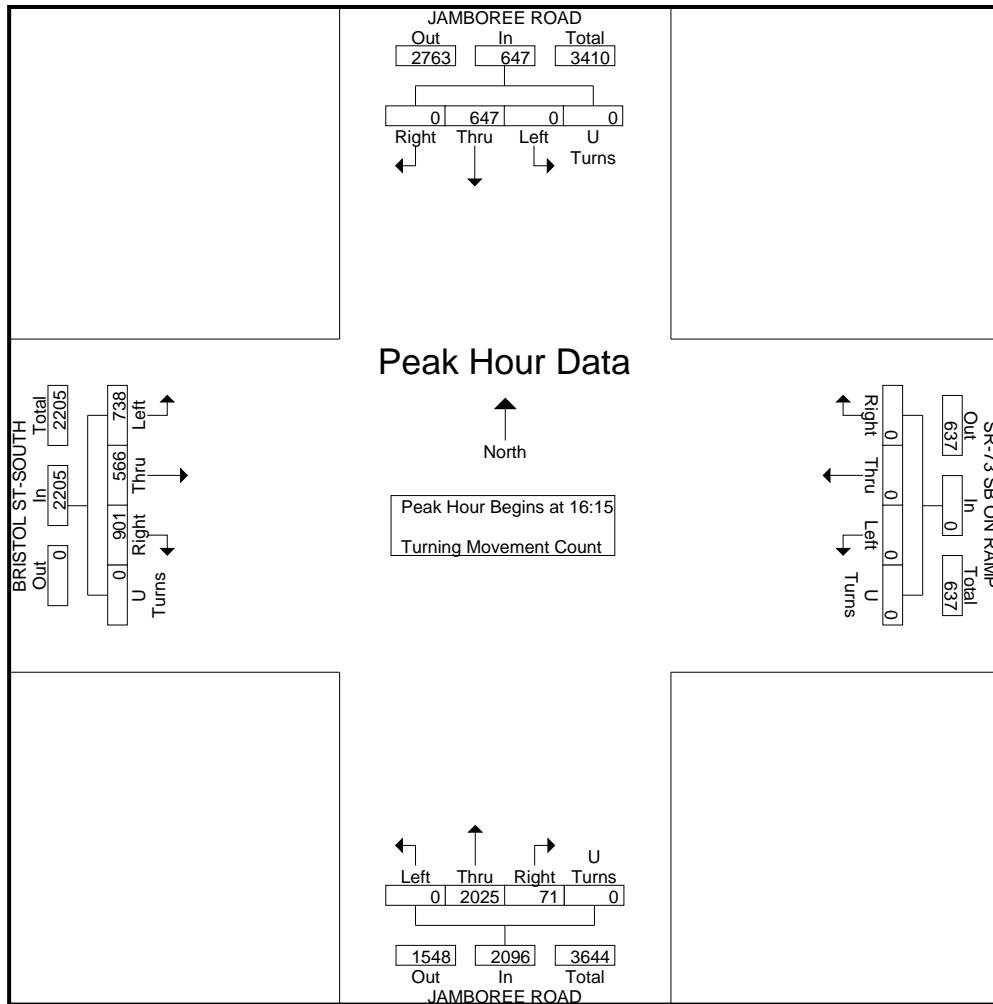
Start Time	JAMBOREE ROAD Southbound					SR-73 SB ON RAMP Westbound					JAMBOREE ROAD Northbound					BRISTOL ST-SOUTH Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	203	0	0	203	0	0	0	0	0	7	301	0	0	308	355	99	228	0	682	1193
08:00	0	205	0	0	205	0	0	0	0	0	4	424	0	0	428	322	84	194	0	600	1233
08:15	0	154	0	0	154	0	0	0	0	0	4	349	0	0	353	306	94	189	0	589	1096
08:30	0	176	0	0	176	0	0	0	0	0	8	456	0	0	464	297	87	206	0	590	1230
Total Volume	0	738	0	0	738	0	0	0	0	0	23	1530	0	0	1553	1280	364	817	0	2461	4752
% App. Total												98.5					14.8	33.2			
PHF	.000	.900	.000	.000	.900	.000	.000	.000	.000	.000	.719	.839	.000	.000	.837	.901	.919	.896	.000	.902	.964



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

File Name : H2402006  
 Site Code : 00000000  
 Start Date : 2/8/2024  
 Page No : 3

Start Time	JAMBOREE ROAD Southbound					SR-73 SB ON RAMP Westbound					JAMBOREE ROAD Northbound					BRISTOL ST-SOUTH Eastbound					Int. Total
	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	
Peak Hour Analysis From 12:00 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	144	0	0	144	0	0	0	0	0	20	504	0	0	524	208	129	169	0	506	1174
16:30	0	145	0	0	145	0	0	0	0	0	16	465	0	0	481	260	161	188	0	609	1235
16:45	0	167	0	0	167	0	0	0	0	0	20	567	0	0	587	218	134	165	0	517	1271
17:00	0	191	0	0	191	0	0	0	0	0	15	489	0	0	504	215	142	216	0	573	1268
Total Volume	0	647	0	0	647	0	0	0	0	0	71	2025	0	0	2096	901	566	738	0	2205	4948
% App. Total	0	100	0	0		0	0	0	0		3.4	96.6	0	0		40.9	25.7	33.5	0		
PHF	.000	.847	.000	.000	.847	.000	.000	.000	.000	.000	.888	.893	.000	.000	.893	.866	.879	.854	.000	.905	.973



## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Wed, Jul 10, 24

**LOCATION:**  
NORTH & SOUTH: Newport Beach  
EAST & WEST: Orchard Dr  
Irvine Ave

**PROJECT #:** SC4778  
**LOCATION #:** 10  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Orchard Dr			Orchard Dr			Irvine Ave			Irvine Ave			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	X	0	X	X	X	X	3	1	1	3	X	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	1	0	1

AM

7:00 AM	5	0	7	0	0	0	0	79	4	8	106	0	209
7:15 AM	4	0	11	0	0	0	0	112	8	10	96	0	241
7:30 AM	2	0	6	0	0	0	0	156	7	13	127	0	311
7:45 AM	7	0	15	0	0	0	0	223	16	24	195	0	480
8:00 AM	6	0	6	0	0	0	0	188	8	19	197	0	424
8:15 AM	10	0	10	0	0	0	0	226	14	28	186	0	474
8:30 AM	10	0	4	0	0	0	0	218	11	19	155	0	417
8:45 AM	7	0	14	0	0	0	0	252	19	31	172	0	495
VOLUMES	51	0	73	0	0	0	0	1,454	87	152	1,234	0	3,056
APPROACH %	41%	0%	59%	0%	0%	0%	0%	94%	6%	11%	89%	0%	
APP/DEPART	124	/	0	0	/	239	1,545	/	1,528	1,387	/	1,289	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	33	0	34	0	0	0	0	884	52	97	710	0	1,813
APPROACH %	49%	0%	51%	0%	0%	0%	0%	94%	6%	12%	88%	0%	
PEAK HR FACTOR	0.798			0.000			0.862			0.935			0.914
APP/DEPART	67	/	0	0	/	149	938	/	919	808	/	745	0

0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	1	2
0	0	0	0	0
0	0	1	0	1
0	0	4	1	5

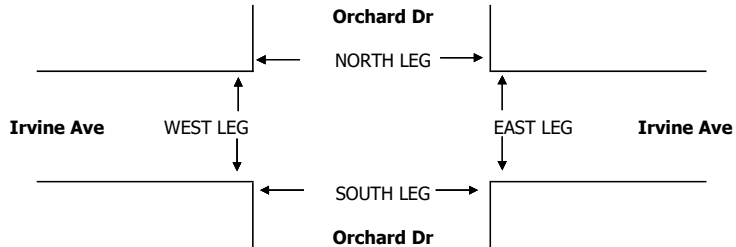
0	0	2	1
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PM

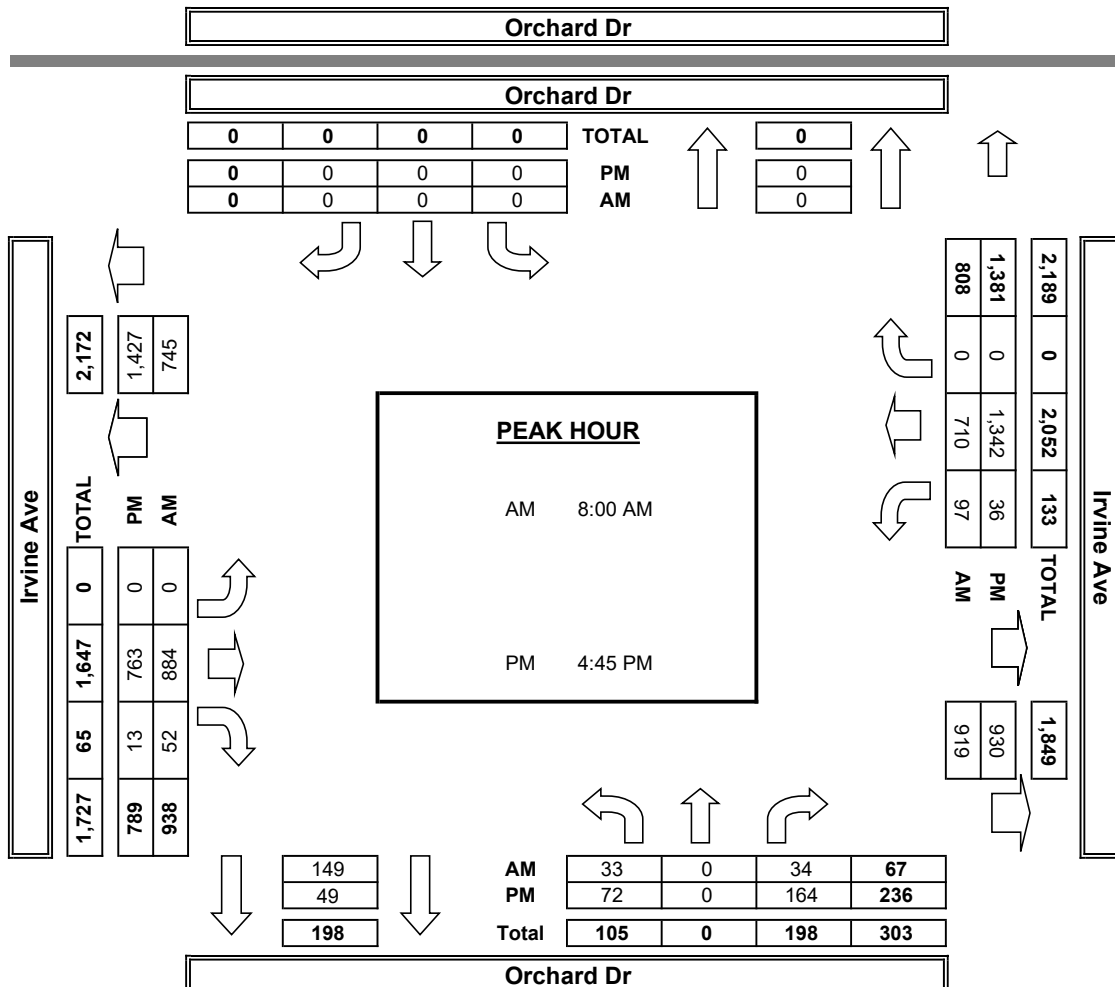
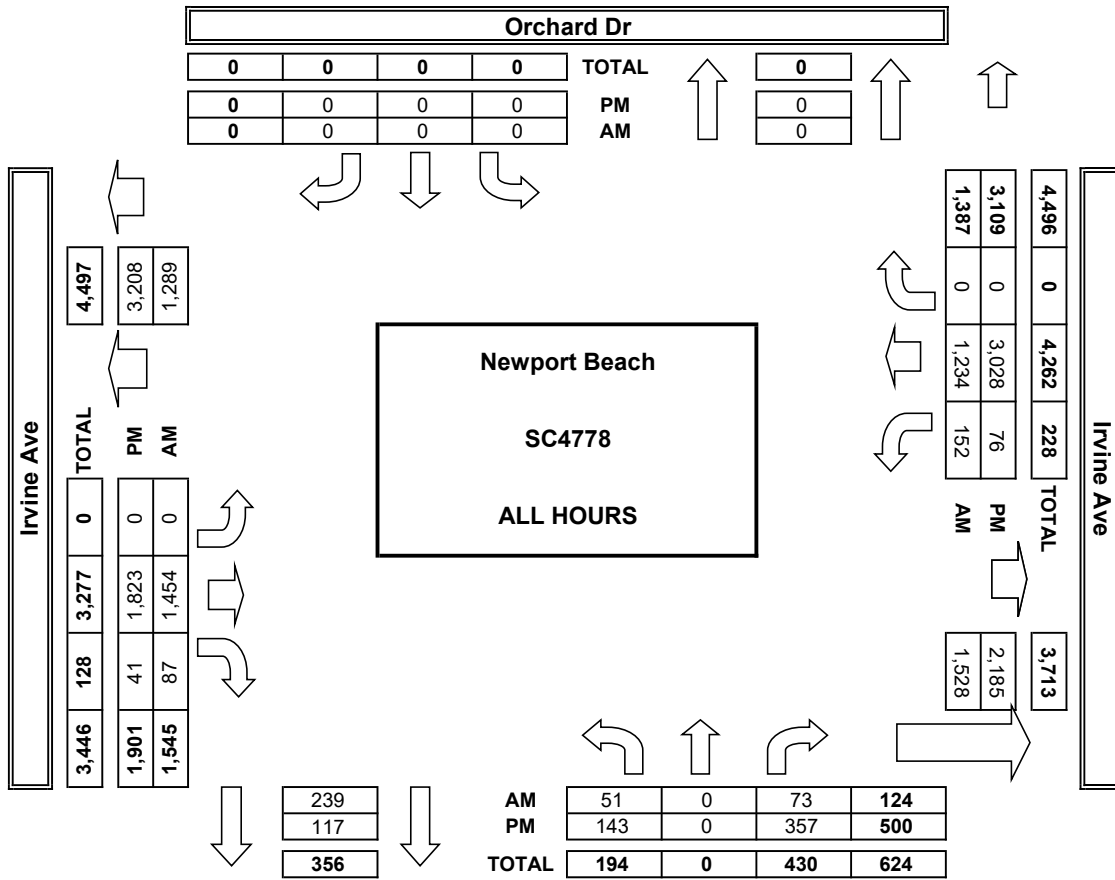
4:00 PM	16	0	40	0	0	0	0	198	3	7	272	0	536
4:15 PM	9	0	30	0	0	0	0	208	7	9	288	0	551
4:30 PM	17	0	42	0	0	0	0	191	4	7	271	0	532
4:45 PM	21	0	27	0	0	0	0	207	4	15	309	0	583
5:00 PM	13	0	70	0	0	0	0	202	4	7	279	0	575
5:15 PM	20	0	30	0	0	0	0	184	4	8	403	0	649
5:30 PM	18	0	37	0	0	0	0	170	1	6	351	0	583
5:45 PM	13	0	25	0	0	0	0	163	3	8	269	0	481
6:00 PM	7	0	39	0	0	0	0	142	7	7	301	0	503
6:15 PM	9	0	17	0	0	0	0	158	4	2	285	0	475
VOLUMES	143	0	357	0	0	0	0	1,823	41	76	3,028	0	5,510
APPROACH %	29%	0%	71%	0%	0%	0%	0%	96%	2%	2%	97%	0%	
APP/DEPART	500	/	0	0	/	117	1,901	/	2,185	3,109	/	3,208	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	72	0	164	0	0	0	0	763	13	36	1,342	0	2,406
APPROACH %	31%	0%	69%	0%	0%	0%	0%	97%	2%	3%	97%	0%	
PEAK HR FACTOR	0.711			0.000			0.922			0.836			0.921
APP/DEPART	236	/	0	0	/	49	789	/	930	1,381	/	1,427	0

0	0	1	1	2
0	0	1	0	1
0	0	4	0	4
0	0	3	0	3
0	0	4	0	4
0	0	2	2	4
0	0	4	1	5
0	0	4	1	5
0	0	7	0	7
0	0	7	0	7
0	0	37	5	42

0	0	13	3
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**AimTD LLC**  
TURNING MOVEMENT COUNTS



## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Wed, Jul 10, 24	<b>LOCATION:</b> NORTH & SOUTH: Newport Beach EAST & WEST: Orchard Dr SW Birch St	<b>PROJECT #:</b> SC4778 <b>LOCATION #:</b> 11 <b>CONTROL:</b> SIGNAL
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NOTES:	AM PM MD OTHER	◀ W	▲ N ▼ S	E ▶
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LANES:	NORTHBOUND <small>Orchard Dr</small>			SOUTHBOUND <small>Orchard Dr</small>			EASTBOUND <small>SW Birch St</small>			WESTBOUND <small>SW Birch St</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	2	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	NORTHBOUND <small>Orchard Dr</small>			SOUTHBOUND <small>Orchard Dr</small>			EASTBOUND <small>SW Birch St</small>			WESTBOUND <small>SW Birch St</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	9	8	2	2	1	0	38	4	4	35	3	106
7:15 AM	3	6	7	4	1	0	2	48	3	4	29	8	115
7:30 AM	1	2	7	4	1	1	1	60	3	6	45	14	145
7:45 AM	1	8	13	3	4	2	2	77	4	10	67	16	207
8:00 AM	3	10	13	1	2	1	0	81	3	12	66	16	208
8:15 AM	3	7	8	7	0	3	1	91	10	22	85	19	256
8:30 AM	4	5	21	10	1	1	0	101	14	10	53	12	232
8:45 AM	6	14	13	5	6	3	2	96	13	15	75	17	265
VOLUMES	21	61	90	36	17	12	8	592	54	83	455	105	1,534
APPROACH %	12%	35%	52%	55%	26%	18%	1%	91%	8%	13%	71%	16%	
APP/DEPART	172	/	174	65	/	154	654	/	718	643	/	488	0

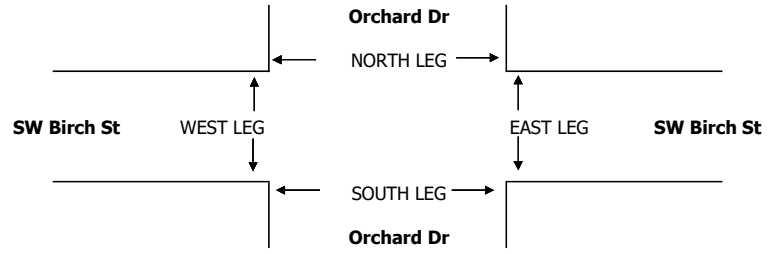
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

BEGIN PEAK HR	8:00 AM												
VOLUMES	16	36	55	23	9	8	3	369	40	59	279	64	961
APPROACH %	15%	34%	51%	58%	23%	20%	1%	90%	10%	15%	69%	16%	
PEAK HR FACTOR	0.811			0.714			0.896			0.798			0.907
APP/DEPART	107	/	103	40	/	108	412	/	447	402	/	303	0

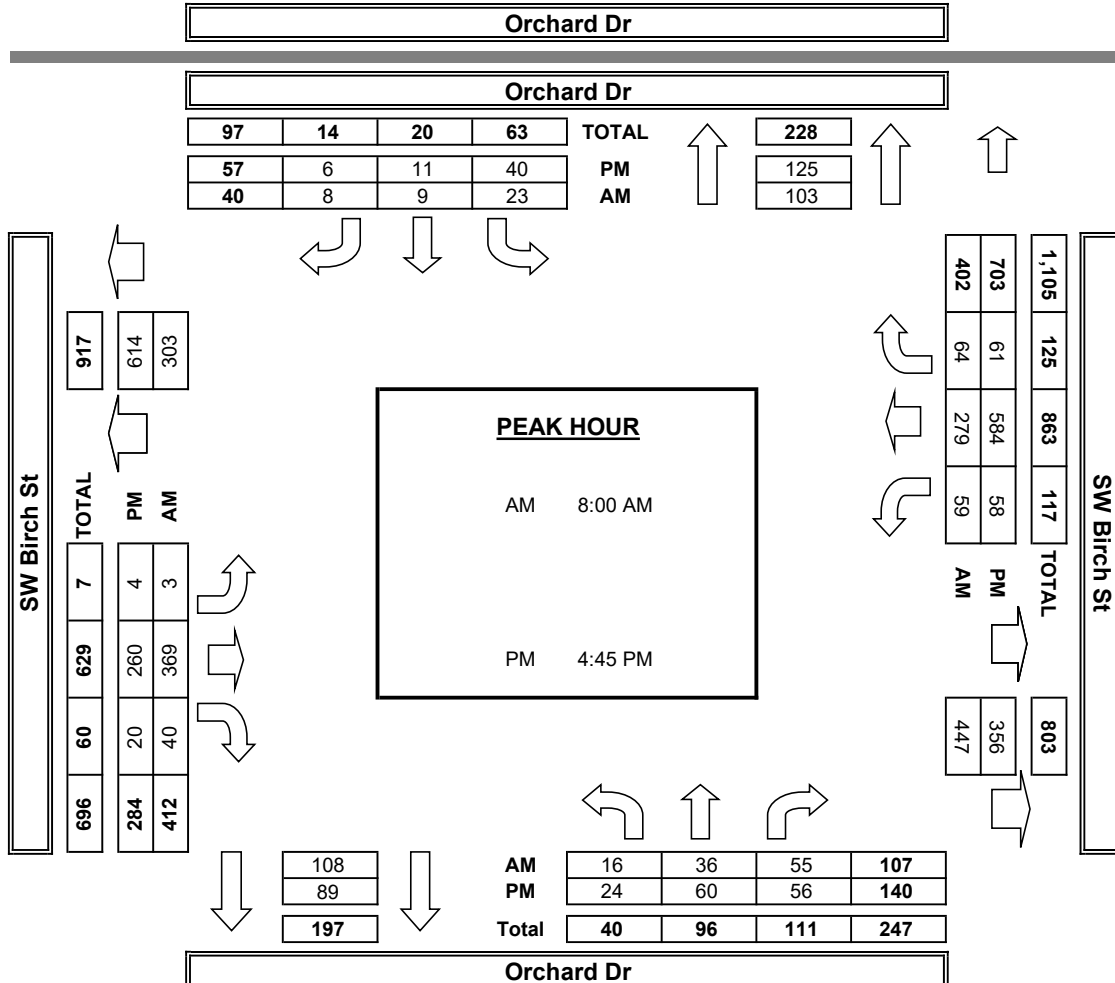
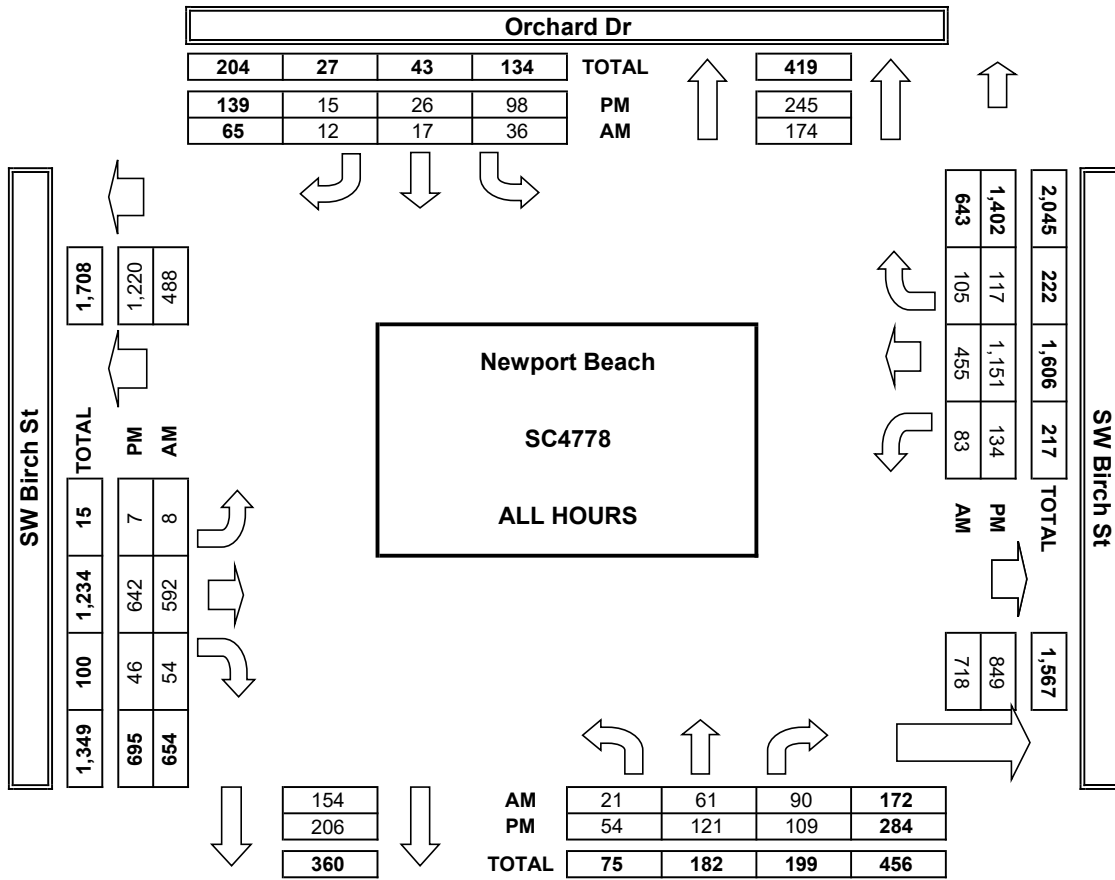
0	0	0	0	0
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PM	NORTHBOUND <small>Orchard Dr</small>			SOUTHBOUND <small>Orchard Dr</small>			EASTBOUND <small>SW Birch St</small>			WESTBOUND <small>SW Birch St</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	6	9	10	11	1	2	0	89	5	11	88	12	244
4:15 PM	3	10	8	8	2	1	0	73	4	13	104	12	238
4:30 PM	3	18	9	13	4	1	0	88	7	14	108	10	275
4:45 PM	5	14	18	5	1	4	1	80	7	10	128	14	287
5:00 PM	7	13	14	19	6	1	1	70	6	13	118	12	280
5:15 PM	7	18	10	7	3	1	2	55	5	20	171	20	319
5:30 PM	5	15	14	9	1	0	0	55	2	15	167	15	298
5:45 PM	8	11	10	7	2	1	0	46	4	12	121	11	233
6:00 PM	7	7	8	12	4	1	2	44	4	13	82	6	190
6:15 PM	3	6	8	7	2	3	1	42	2	13	64	5	156
VOLUMES	54	121	109	98	26	15	7	642	46	134	1,151	117	2,520
APPROACH %	19%	43%	38%	71%	19%	11%	1%	92%	7%	10%	82%	8%	
APP/DEPART	284	/	245	139	/	206	695	/	849	1,402	/	1,220	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	24	60	56	40	11	6	4	260	20	58	584	61	1,184
APPROACH %	17%	43%	40%	70%	19%	11%	1%	92%	7%	8%	83%	9%	
PEAK HR FACTOR	0.946			0.548			0.807			0.833			0.928
APP/DEPART	140	/	125	57	/	89	284	/	356	703	/	614	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



**AimTD LLC**  
TURNING MOVEMENT COUNTS



## INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Wed, Jul 10, 24

**LOCATION:**  
NORTH & SOUTH: Newport Beach  
EAST & WEST: Mesa Dr  
SW Birch St

**PROJECT #:** SC4778  
**LOCATION #:** 12b  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Mesa Dr			Driveway			Mesa Dr			SW Birch St			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	2	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	2	0	0	1	0	0	2	44	1	1	9	4	64
7:15 AM	1	0	1	0	0	1	4	52	2	3	7	4	75
7:30 AM	1	0	2	2	0	0	4	67	7	0	14	4	101
7:45 AM	7	0	2	0	0	0	0	92	2	2	24	6	135
8:00 AM	10	0	1	0	0	1	1	93	5	0	23	9	143
8:15 AM	5	0	2	0	0	1	2	99	10	2	32	4	157
8:30 AM	6	0	2	2	0	0	0	119	10	3	31	1	174
8:45 AM	15	0	2	1	0	0	2	113	8	3	37	3	184

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	47	0	12	6	0	3	15	679	45	14	177	35	1,033
APPROACH %	80%	0%	20%	67%	0%	33%	2%	92%	6%	6%	78%	15%	
APP/DEPART	59	/	50	9	/	59	739	/	697	226	/	227	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	36	0	7	3	0	2	5	424	33	8	123	17	658
APPROACH %	84%	0%	16%	60%	0%	40%	1%	92%	7%	5%	83%	11%	
PEAK HR FACTOR	0.632			0.625			0.895			0.860			0.894
APP/DEPART	43	/	22	5	/	41	462	/	434	148	/	161	0

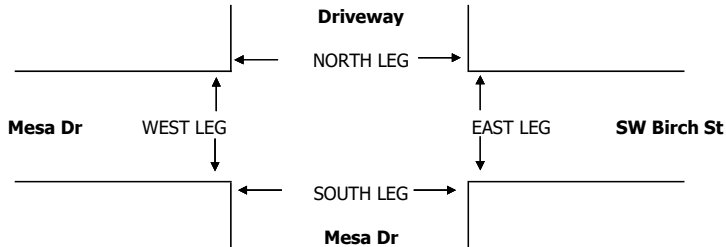
0	0	0	0	0
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PM	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	9	0	5	0	0	2	0	40	4	4	98	2	164
4:15 PM	11	0	3	1	0	2	0	45	9	2	105	1	179
4:30 PM	8	0	2	4	0	2	1	47	5	2	107	1	179
4:45 PM	6	0	2	4	0	1	0	45	16	4	124	2	204
5:00 PM	5	0	2	2	0	2	0	34	5	4	142	1	197
5:15 PM	11	0	1	3	0	1	0	45	16	4	174	1	256
5:30 PM	8	0	1	0	0	1	0	32	11	3	164	1	221
5:45 PM	7	0	1	0	0	1	0	35	5	2	130	0	181
6:00 PM	5	0	4	1	0	0	0	27	9	2	91	0	139
6:15 PM	6	0	4	1	0	0	0	18	3	2	70	0	104

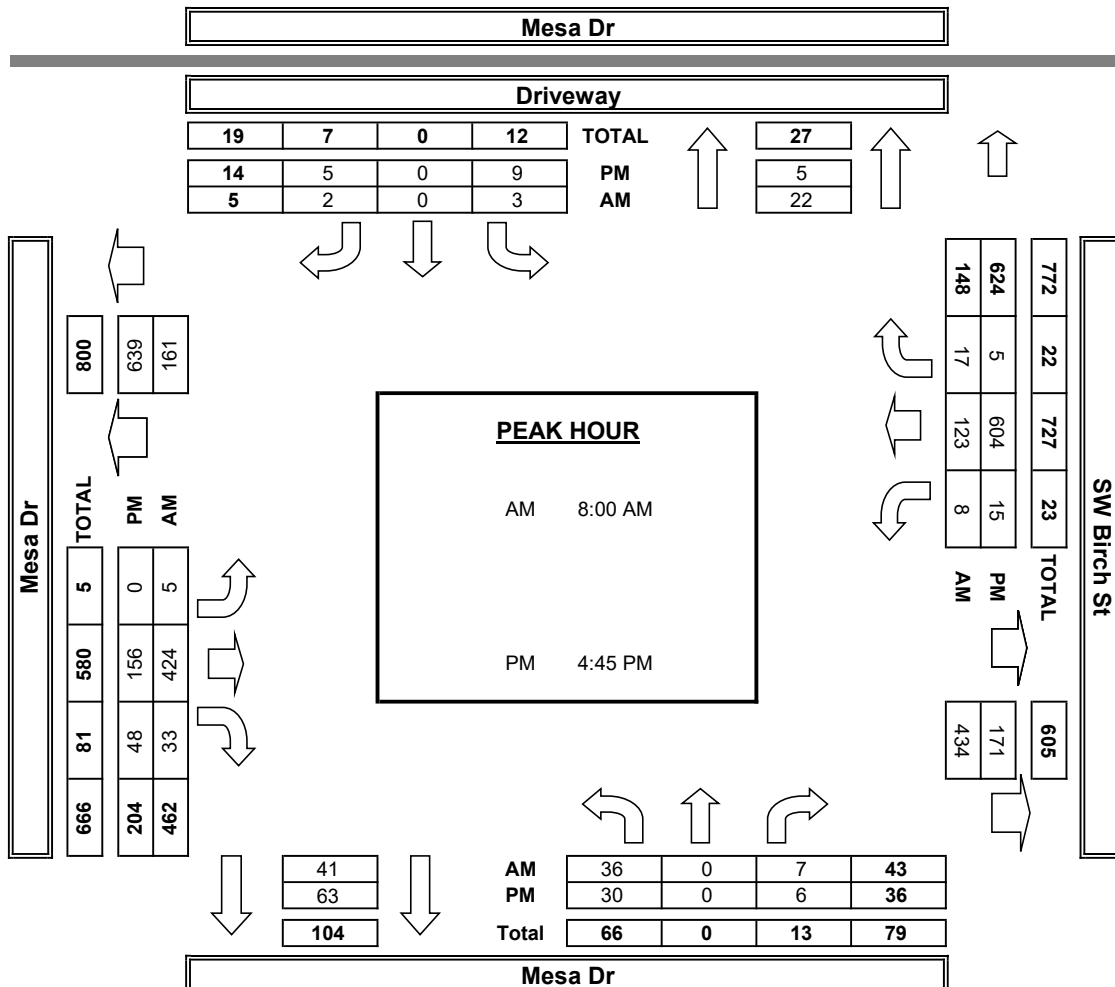
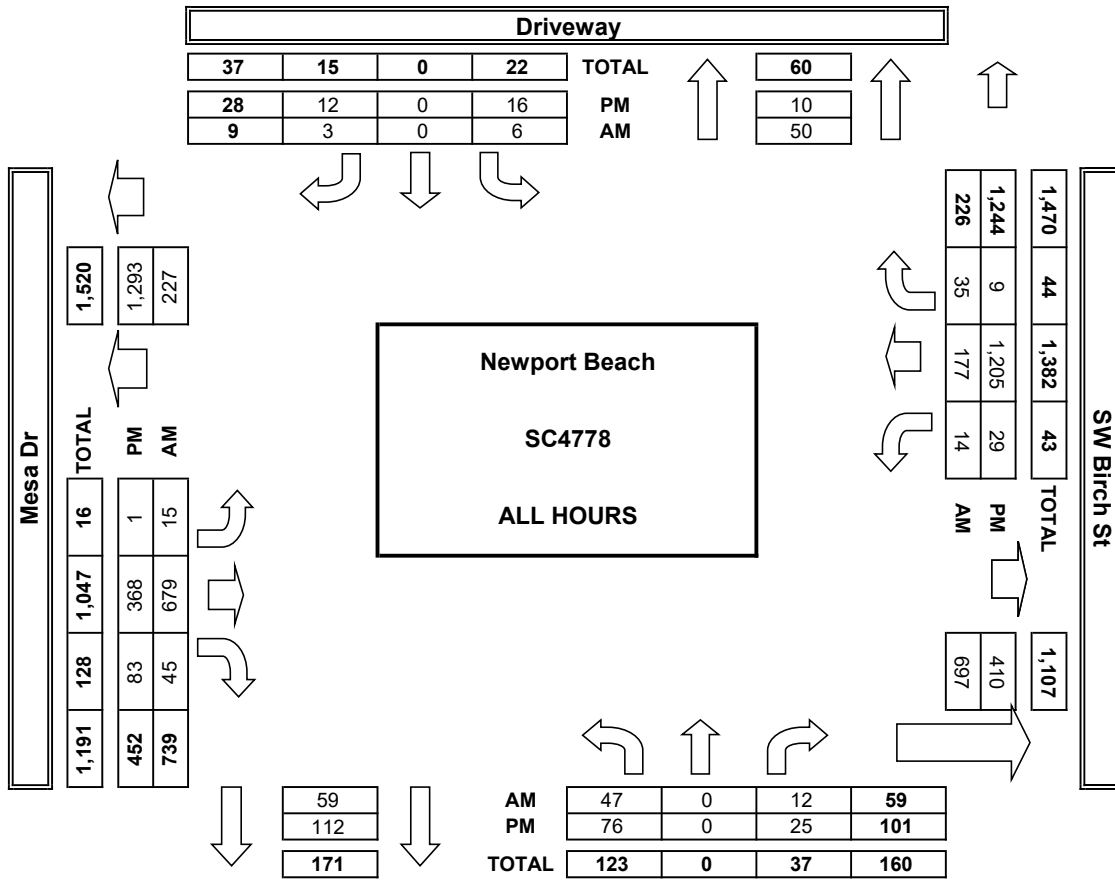
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0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

VOLUMES	76	0	25	16	0	12	1	368	83	29	1,205	9	1,825
APPROACH %	75%	0%	25%	57%	0%	43%	0%	81%	18%	2%	97%	1%	
APP/DEPART	101	/	10	28	/	112	452	/	410	1,244	/	1,293	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	30	0	6	9	0	5	0	156	48	15	604	5	878
APPROACH %	83%	0%	17%	64%	0%	36%	0%	76%	24%	2%	97%	1%	
PEAK HR FACTOR	0.750			0.700			0.836			0.872			0.857
APP/DEPART	36	/	5	14	/	63	204	/	171	624	/	639	0

0	0	0	0	0
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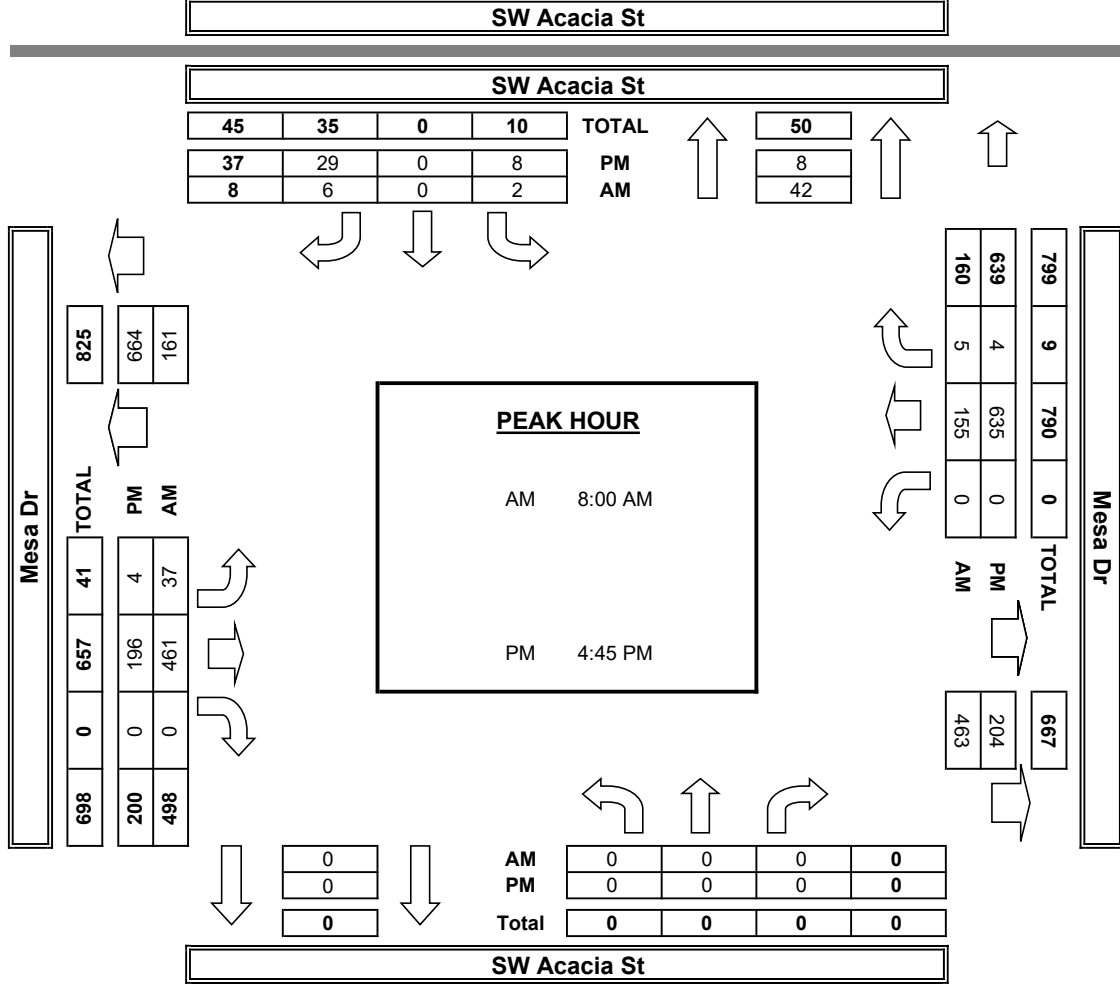
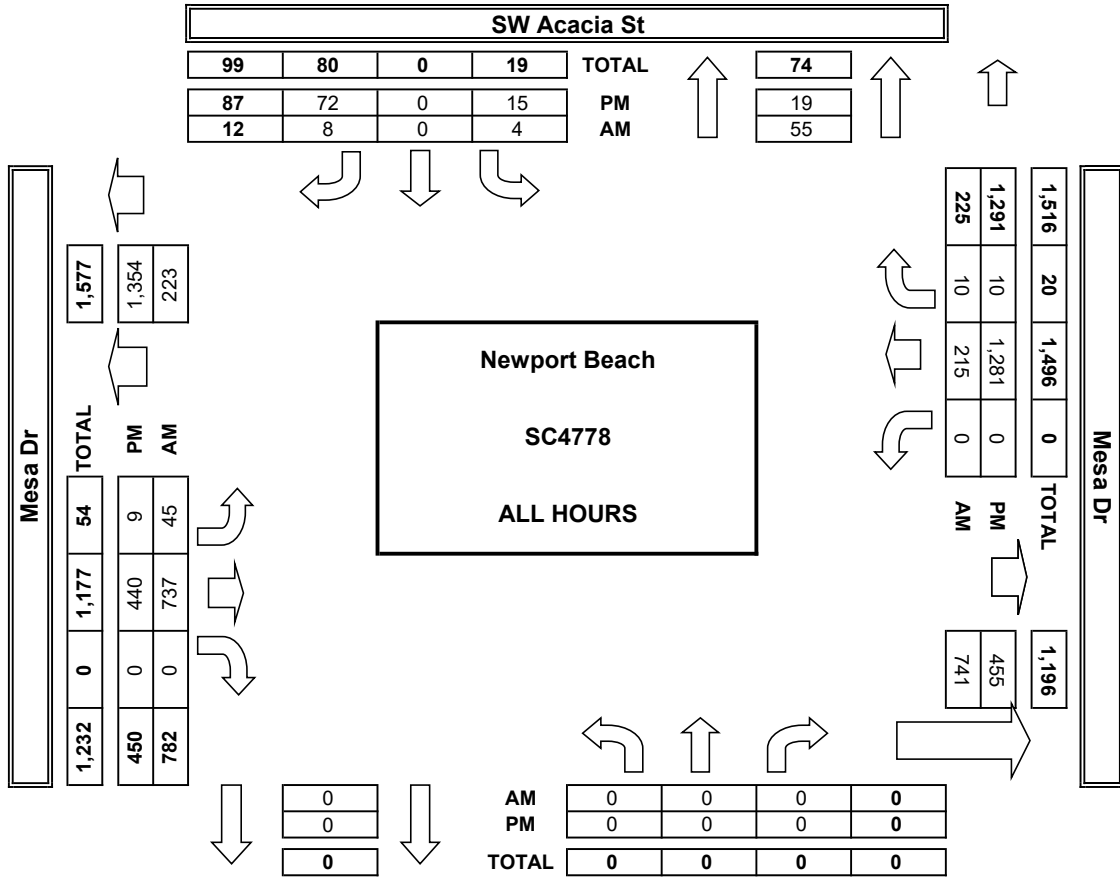


**AimTD LLC**  
TURNING MOVEMENT COUNTS





**AimTD LLC**  
TURNING MOVEMENT COUNTS



### INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Oct 22, 24  
 LOCATION: Newport Beach  
 NORTH & SOUTH: Irvine Ave  
 EAST & WEST: Mesa Dr  
 PROJECT #: SC4289  
 LOCATION #: 4793  
 CONTROL: SIGNAL



Add U-Turns to Left Turns

Add Bike Left Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	5	78	20	0	118	8	9	12	13	10	4	0	277
7:15 AM	9	123	30	6	121	6	10	16	14	15	2	0	352
7:30 AM	16	179	50	0	138	8	14	31	18	14	3	0	471
7:45 AM	17	234	94	3	179	9	21	41	55	26	5	0	684
8:00 AM	19	200	71	2	195	16	20	61	46	25	11	1	667
8:15 AM	21	253	86	2	197	6	25	54	31	41	11	3	730
8:30 AM	19	240	78	0	142	8	25	47	27	28	11	2	627
8:45 AM	11	225	94	0	167	8	23	67	31	26	13	2	667
VOLUMES	117	1,532	523	13	1,257	69	147	329	235	185	60	8	4,478
APPROACH %	5%	71%	24%	1%	94%	5%	21%	46%	33%	73%	24%	3%	
APP/DEPART	2,173	/	1,689	1,341	/	1,678	711	/	865	253	/	246	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	76	927	329	7	713	39	91	203	159	120	38	6	2,710
APPROACH %	6%	70%	25%	1%	94%	5%	20%	45%	35%	73%	23%	4%	
PEAK HR FACTOR	0.926			0.892			0.892			0.745			0.927
APP/DEPART	1,333	/	1,025	760	/	993	453	/	539	164	/	153	0
11:00 AM	13	107	32	1	171	20	3	6	17	35	12	3	420
11:15 AM	7	118	21	2	176	14	12	16	22	27	8	2	425
11:30 AM	12	150	32	0	176	12	6	11	21	44	15	7	486
11:45 AM	10	151	45	0	234	21	7	11	20	57	17	1	574
12:00 PM	25	151	38	2	213	24	6	20	26	47	27	0	579
12:15 PM	8	152	26	1	191	22	5	18	24	55	30	3	535
12:30 PM	17	134	37	0	181	21	2	7	18	41	17	2	477
12:45 PM	15	149	50	2	159	16	14	24	15	59	11	0	514
VOLUMES	107	1,112	281	8	1,501	150	55	113	163	365	137	18	4,017
APPROACH %	7%	74%	19%	0%	90%	9%	17%	34%	49%	70%	26%	3%	
APP/DEPART	1,503	/	1,189	1,663	/	2,032	331	/	402	520	/	394	0
BEGIN PEAK HR	11:30 AM												
VOLUMES	55	604	141	3	814	79	24	60	91	203	89	11	2,177
APPROACH %	7%	75%	18%	0%	91%	9%	14%	34%	52%	67%	29%	4%	
PEAK HR FACTOR	0.931			0.877			0.841			0.861			0.937
APP/DEPART	801	/	641	898	/	1,109	175	/	204	303	/	223	0
4:30 PM	18	127	22	0	190	35	9	18	26	76	33	3	557
4:45 PM	27	125	59	0	324	19	5	15	30	51	50	6	711
5:00 PM	20	189	56	1	287	45	3	17	32	69	47	3	769
5:15 PM	13	147	32	1	201	58	6	13	54	73	58	2	658
5:30 PM	18	174	18	0	246	42	5	14	60	42	24	2	645
5:45 PM	15	173	25	0	244	43	3	20	45	53	40	3	664
6:00 PM	18	138	27	0	249	42	6	30	30	63	45	1	649
6:15 PM	14	144	19	2	237	35	2	20	26	55	30	0	584
VOLUMES	143	1,217	258	4	1,978	319	39	147	303	482	327	20	5,242
APPROACH %	9%	75%	16%	0%	86%	14%	8%	30%	62%	58%	39%	2%	
APP/DEPART	1,621	/	1,278	2,303	/	2,766	489	/	409	829	/	789	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	78	635	165	2	1,058	164	19	59	176	235	179	13	2,783
APPROACH %	9%	72%	19%	0%	86%	13%	7%	23%	69%	55%	42%	3%	
PEAK HR FACTOR	0.828			0.892			0.804			0.803			0.905
APP/DEPART	878	/	667	1,224	/	1,469	254	/	226	427	/	421	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	2	0	0	3

BIKE LEFT TURNS				
NL	SL	EL	WL	TTL
0	0	0	1	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	2	2
1	0	0	1	2

1 1 0 0

0 0 0 1

0	0	0	0	0
1	1	0	0	2
0	0	0	0	0
0	1	0	0	1
1	1	0	0	2
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	1	0	0	1
3	4	0	0	7

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
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1 2 0 0

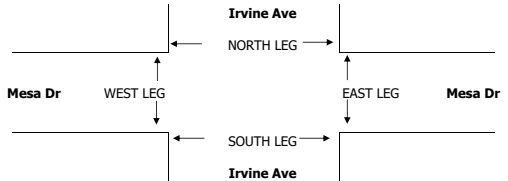
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1	0	0	0	1
1	0	0	0	1
1	0	0	0	1
3	2	0	0	5

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0 0 0 0

0 0 0 0



Time	N LEG	S LEG	E LEG	W LEG	TOTAL
7:00 AM	1	5	3	0	9
7:15 AM	1	0	3	1	5
7:30 AM	1	2	0	1	4
7:45 AM	0	2	1	2	5
8:00 AM	0	1	5	2	8
8:15 AM	3	3	2	0	8
8:30 AM	2	3	0	1	6
8:45 AM	1	2	4	1	8
TOTAL	9	18	18	8	53
BEGIN PEAK HR	7:45 AM				
11:00 AM	0	1	10	4	15
11:15 AM	1	3	14	2	20
11:30 AM	1	0	0	1	2
11:45 AM	0	0	0	0	0
12:00 PM	0	1	0	5	6
12:15 PM	1	2	1	0	4
12:30 PM	0	2	14	1	17
12:45 PM	0	0	3	4	7
TOTAL	3	9	42	17	71
BEGIN PEAK HR	11:30 AM				
4:30 PM	3	1	5	0	9
4:45 PM	0	3	0	1	4
5:00 PM	1	1	5	3	10
5:15 PM	2	1	7	3	13
5:30 PM	0	0	0	6	6
5:45 PM	0	0	0	2	2
6:00 PM	0	0	3	0	3
6:15 PM	0	0	0	1	1
TOTAL	6	6	20	16	48
BEGIN PEAK HR	4:45 PM				
1	1	5	11	9	26

ALL PED + BIKE & SCOOTER					
N LEG	S LEG	E LEG	W LEG	TOTAL	
1	5	3	0	9	
1	0	3	1	5	
1	2	0	1	4	
0	2	1	2	5	
0	1	5	2	8	
3	3	2	0	8	
2	3	0	1	6	
1	2	4	1	8	
9	18	18	8	53	
7:45 AM					
0	1	10	4	15	
1	3	14	2	20	
1	0	0	1	2	
0	0	0	0	0	
0	1	0	5	6	
1	2	1	0	4	
0	2	14	1	17	
0	0	3	4	7	
3	9	42	17	71	
11:30 AM					
3	1	5	0	9	
0	3	0	1	4	
1	1	5	3	10	
2	1	7	3	13	
0	0	0	6	6	
0	0	0	2	2	
0	0	3	0	3	
0	0	0	1	1	
6	6	20	16	48	
4:45 PM					
1	1	5	11	9	26

PEDESTRIAN CROSSINGS				
N LEG	S LEG	E LEG	W LEG	TOTAL
1	5	2	0	8
0	0	3	1	4
1	2	0	0	3
0	1	0	1	2
0	1	5	1	7
3	0	2	0	5
2	1	0	1	4
1	1	4	0	6
8	11	16	4	39
5	3	7	3	18
0	1	10	1	12
1	0	13	2	16
0	0			

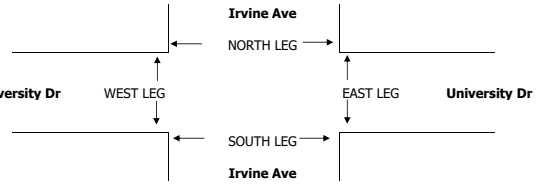
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Oct 22, 24 LOCATION: Newport Beach NORTH & SOUTH: Irvine Ave EAST & WEST: University Dr PROJECT #: SC4289 LOCATION #: 4797 SIGNAL: CONTROL:



Main data table with columns for Northbound, Southbound, Eastbound, and Westbound lanes, and rows for AM, MD, and PM peak hours. Includes sub-tables for U-TURNS and BIKE LEFT TURNS.



Summary table for AM, MD, and PM peak hours, showing total counts for each direction and peak hour.

Table titled 'ALL PED + BIKE & SCOOTER' showing counts for all pedestrian, bicycle, and scooter movements across all directions and peak hours.

Table titled 'PEDESTRIAN CROSSINGS' showing counts for pedestrian crossings across all directions and peak hours.

Table titled 'BICYCLE & SCOOTER CROSSINGS' showing counts for bicycle and scooter crossings across all directions and peak hours.

**INTERSECTION TURNING MOVEMENT COUNTS**

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sat, Oct 19, 24  
 LOCATION: NORTH & SOUTH: Newport Beach  
 EAST & WEST: Irvine Ave University Dr  
 PROJECT #: SC4289  
 LOCATION #: 4797  
 CONTROL: SIGNAL

NOTES:

AM  
PM  
MD  
OTHER

◀ W

▲ N

▶ E

▼ S

Add U-Turns to Left Turns

Add Bike Left Turns to Left Turns

LANES:	NORTHBOUND Irvine Ave			SOUTHBOUND Irvine Ave			EASTBOUND University Dr			WESTBOUND University Dr			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 2	WR 0	
11:00 AM	19	125	9	19	195	9	12	14	23	11	22	17	475
11:15 AM	22	126	12	20	216	14	9	6	23	5	14	16	483
11:30 AM	17	166	12	12	218	25	9	7	22	5	20	21	534
11:45 AM	20	180	6	18	212	20	13	12	28	22	27	21	579
12:00 PM	24	145	7	21	240	14	11	6	20	13	20	26	547
12:15 PM	12	163	6	12	254	15	11	5	22	17	16	12	545
12:30 PM	31	171	7	9	240	25	10	6	19	3	9	12	542
12:45 PM	16	173	8	7	244	20	8	9	20	12	8	14	539
1:00 PM	11	177	10	7	202	23	13	12	17	5	17	15	509
1:15 PM	8	131	3	7	206	11	9	5	13	10	15	14	432
1:30 PM	15	139	10	6	220	13	3	3	18	6	5	17	455
1:45 PM	12	125	4	10	243	23	16	9	23	3	4	10	482
2:00 PM	15	162	7	5	222	9	15	9	17	6	8	6	481
2:15 PM	13	138	7	6	213	14	8	9	24	12	11	8	463
2:30 PM	13	140	3	8	187	14	5	1	19	4	6	8	408
2:45 PM	12	133	3	5	186	20	8	6	10	16	10	9	418
VOLUMES	260	2,394	114	172	3,498	269	160	119	318	150	212	226	7,909
APPROACH %	9%	86%	4%	4%	89%	7%	27%	20%	53%	26%	36%	38%	
APP/DEPART	2,774	/	2,791	3,950	/	3,972	597	/	405	588	/	741	0
BEGIN PEAK HR	11:45 AM												
VOLUMES	87	659	26	60	946	74	45	29	89	55	72	71	2,216
APPROACH %	11%	85%	3%	6%	87%	7%	28%	18%	55%	28%	36%	36%	
PEAK HR FACTOR	0.923												
APP/DEPART	772	/	778	1,083	/	1,090	163	/	115	198	/	233	0

**U-TURNS**

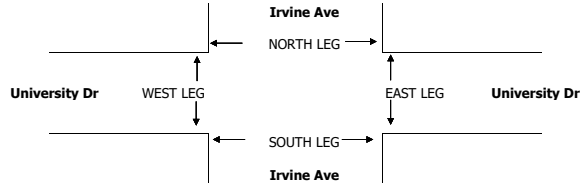
NB	SB	EB	WB	TTL
2	1	0	0	3
0	2	0	0	2
1	2	0	0	3
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
1	0	0	0	1
6	11	0	0	17

**BIKE LEFT TURNS**

NL	SL	EL	WL	TTL
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	1	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	3	1	6

0 3 0 0

1 0 2 0



**MD**

11:00 AM
11:15 AM
11:30 AM
11:45 AM
12:00 PM
12:15 PM
12:30 PM
12:45 PM
1:00 PM
1:15 PM
1:30 PM
1:45 PM
2:00 PM
2:15 PM
2:30 PM
2:45 PM
TOTAL
BEGIN PEAK HR

**ALL PED + BIKE & SCOOTER**

N LEG	S LEG	E LEG	W LEG	TOTAL	
9	13	4	3	29	
6	14	5	1	26	
4	4	2	1	11	
6	19	10	4	39	
9	4	5	2	20	
6	4	5	1	16	
4	13	8	2	27	
6	15	2	0	23	
4	15	2	3	24	
4	7	4	0	15	
5	6	2	3	16	
11	13	7	0	31	
1	5	0	0	6	
15	7	17	5	44	
2	7	4	3	16	
11	11	14	1	37	
TOTAL	103	157	91	29	380
BEGIN PEAK HR	11:45 AM				

**PEDESTRIAN CROSSINGS**

N LEG	S LEG	E LEG	W LEG	TOTAL	
6	12	0	3	21	
0	12	0	1	13	
3	4	1	0	8	
6	16	4	4	30	
0	2	1	0	3	
6	4	3	1	14	
3	6	2	2	13	
0	7	0	0	7	
3	7	2	0	12	
4	4	3	0	11	
2	2	0	1	5	
3	11	4	0	18	
0	4	0	0	4	
14	3	14	5	36	
0	6	0	3	9	
11	3	12	0	26	
TOTAL	61	103	46	20	230
BEGIN PEAK HR	15	28	10	7	60

**BICYCLE & SCOOTER CROSSINGS**

NL	SL	EL	WL	TOTAL	
3	1	4	0	8	
6	2	5	0	13	
1	0	1	1	3	
0	3	6	0	9	
9	2	4	2	17	
0	0	2	0	2	
1	7	6	0	14	
6	8	2	0	16	
1	8	0	3	12	
0	3	1	0	4	
3	4	2	2	11	
8	2	3	0	13	
1	1	0	0	2	
1	4	3	0	8	
2	1	4	0	7	
0	8	2	1	11	
TOTAL	42	54	45	9	150

## **APPENDIX C**

### **LEVEL OF SERVICE WORKSHEETS**

**EXISTING**

Acacia Atrium Medical Office Condos
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 MacArthur Blvd (NS) at Jamboree Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns for different traffic directions and 10 rows for various volume and adjustment factors.

Saturation Flow Module table with 12 columns for different traffic directions and 4 rows for saturation and adjustment factors.

Capacity Analysis Module table with 12 columns for different traffic directions and 3 rows for capacity and critical moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #2 Campus Dr (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

-----  
 Acacia Atrium Medical Office Condos  
 Existing  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #3 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	3	1	1	2	0	0	0

Volume Module:

Base Vol:	0	677	238	90	403	0	805	1462	402	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	677	238	90	403	0	805	1462	402	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	677	238	90	403	0	805	1462	402	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	677	238	90	403	0	805	1462	402	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	677	238	90	403	0	805	1462	402	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	1.42	2.58	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2273	4127	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.15	0.06	0.08	0.00	0.35	0.35	0.13	0.00	0.00	0.00
Crit Moves:			****	****			****					

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #4 Birch St (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #5 Birch St (NS) at Bristol St South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.379
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

-----  
 Acacia Atrium Medical Office Condos  
 Existing  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #6 Jamboree Rd (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.321  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

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			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	1	1	0	0	0	3	1	1	0

Volume Module:

Base Vol:	585	1410	551	0	687	416	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:	585	1410	551	0	687	416	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:	585	1410	0	0	687	416	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	1410	0	0	687	416	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:	585	1410	0	0	687	416	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	3.11	1.89	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4983	3017	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.18	0.29	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

\*\*\*\*\*

-----  
 Acacia Atrium Medical Office Condos  
 Existing  
 AM Peak Hour  
 -----

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #7 Jamboree Rd (NS) at Bristol St South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	4	1	0	0	0	0	0	1	1	1
	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	1530	23	0	738	0	817	364	1280	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	1530	23	0	738	0	817	364	1280	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	1530	23	0	738	0	817	364	1280	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1530	23	0	738	0	817	364	1280	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	1530	23	0	738	0	817	364	1280	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	4.93	0.07	0.00	4.00	0.00	2.00	1.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7882	118	0	6400	0	3200	1600	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.19	0.00	0.12	0.00	0.26	0.23	0.40	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #8 Irvine Ave (NS) at Orchard Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.287
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns (L, T, R) for Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #9 Birch St (NS) at Orchard Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.236
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 12 columns and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #10 Mesa Dr (NS) at Birch St (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.177
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module: Table with 12 columns for saturation flow and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis and 3 rows for Vol/Sat, Crit Moves, and a summary row.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #11 Acacia St (NS) at Birch St (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.144
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with 13 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #12 Irvine Ave (NS) at Mesa Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of adjustment factors.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of adjustment factors.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 2 rows of data.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #13 Irvine Ave (NS) at University Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows showing Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #1 MacArthur Blvd (NS) at Jamboree Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, OvlAdjVol.

Saturation Flow Module table with 13 columns and 5 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, OvlAdjV/S, Crit Moves.

\*\*\*\*\*

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 Acacia Atrium Medical Office Condos  
 Existing  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #2 Campus Dr (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	0	0	1	0	3

Volume Module:

Base Vol:	490	637	0	0	596	551	0	0	0	257	1603	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	637	0	0	596	551	0	0	0	257	1603	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	490	637	0	0	596	551	0	0	0	257	1603	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	637	0	0	596	551	0	0	0	257	1603	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	490	637	0	0	596	551	0	0	0	257	1603	89

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	3.79	0.21
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	6063	337

Capacity Analysis Module:

Vol/Sat:	0.15	0.13	0.00	0.00	0.09	0.11	0.00	0.00	0.00	0.16	0.26	0.26
Crit Moves:	****					****					****	

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #3 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for traffic volumes and adjustment factors (Base Vol, Growth Adj, etc.).

Saturation Flow Module: Table with 12 columns for saturation flow values and adjustments.

Capacity Analysis Module: Table with 12 columns for capacity analysis metrics (Vol/Sat, Crit Moves).

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #4 Birch St (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #5 Birch St (NS) at Bristol St South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Lanes, and Volume Module.

Table with 12 columns representing different volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table with 12 columns representing saturation and flow factors. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns representing capacity analysis. Rows include Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #6 Jamboree Rd (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #7 Jamboree Rd (NS) at Bristol St South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume and adjustment factors for each direction.

Saturation Flow Module: Table with 12 columns representing saturation flow and adjustment factors.

Capacity Analysis Module: Table with 12 columns representing volume/saturation and critical moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #8 Irvine Ave (NS) at Orchard Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #9 Birch St (NS) at Orchard Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #10 Mesa Dr (NS) at Birch St (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.218
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 4 columns for the four directions.

Saturation Flow Module:

Table with 13 columns representing saturation flow metrics and 4 columns for the four directions.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics and 4 columns for the four directions.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #11 Acacia St (NS) at Birch St (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.220
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #12 Irvine Ave (NS) at Mesa Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for volume and adjustment factors. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with 12 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for capacity analysis. Rows include Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
Existing
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

\*\*\*\*\*

Intersection #13 Irvine Ave (NS) at University Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Lanes, and Volume Module.

Table with 12 columns representing traffic volumes and adjustments for North, South, East, and West bounds.

Table with 12 columns representing saturation flow and adjustments for North, South, East, and West bounds.

Table with 12 columns representing capacity analysis for North, South, East, and West bounds.

\*\*\*\*\*

**TPO YEAR 2027 WITHOUT PROJECT**

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 MacArthur Blvd (NS) at Jamboree Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 3 rows of data including Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Campus Dr (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 12 rows of volume-related metrics.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 3 rows of capacity analysis data.

\*\*\*\*\*

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 Acacia Atrium Medical Office Condos  
 TPO 2027 Without Project  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 Birch St (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:

Base Vol:	94	705	0	0	128	105	0	0	0	378	1114	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	705	0	0	128	105	0	0	0	378	1114	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	2	0	0	20	34	0	0	0	70	95	20
Initial Fut:	94	707	0	0	148	139	0	0	0	448	1209	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	707	0	0	148	139	0	0	0	448	1209	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	707	0	0	148	139	0	0	0	448	1209	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	707	0	0	148	139	0	0	0	448	1209	248

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.08	3.41	0.51
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1730	5453	817

Capacity Analysis Module:

Vol/Sat:	0.03	0.22	0.00	0.00	0.05	0.04	0.00	0.00	0.00	0.26	0.22	0.30
Crit Moves:	****			****								

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #5 Birch St (NS) at Bristol St South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves, and a row of asterisks.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Jamboree Rd (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 2 rows including Vol/Sat, Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #7 Jamboree Rd (NS) at Bristol St South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves, and a row of asterisks.

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 Acacia Atrium Medical Office Condos  
 TPO 2027 Without Project  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #8 Irvine Ave (NS) at Orchard Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.307  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	884	52	97	710	0	0	0	0	33	0	34
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	911	54	100	731	0	0	0	0	33	0	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	6	0	16	0	0	0	0	0	3	0	0
Initial Fut:	0	917	54	116	731	0	0	0	0	36	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	917	54	116	731	0	0	0	0	36	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	917	54	116	731	0	0	0	0	36	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	917	54	116	731	0	0	0	0	36	0	34

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.51	0.00	0.49
Final Sat.:	1600	4800	1600	1600	4800	0	0	0	0	823	0	777

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.03	0.07	0.15	0.00	0.00	0.00	0.00	0.02	0.00	0.04
Crit Moves:	****			****						****		

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #9 Birch St (NS) at Orchard Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.243
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 2 rows of data including Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Mesa Dr (NS) at Birch St (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.177
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 5 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Acacia St (NS) at Birch St (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.144
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow parameters like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Irvine Ave (NS) at Mesa Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows showing various volume and adjustment factors.

Saturation Flow Module table with 13 columns and 4 rows showing saturation flow and adjustment factors.

Capacity Analysis Module table with 13 columns and 3 rows showing capacity analysis metrics.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #13 Irvine Ave (NS) at University Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 MacArthur Blvd (NS) at Jamboree Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different traffic volumes and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics like Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics like Vol/Sat, OvlAdjV/S, and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Campus Dr (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing volume metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 Birch St (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 2 rows of data including Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #5 Birch St (NS) at Bristol St South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Jamboree Rd (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 2 rows of data.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Jamboree Rd (NS) at Bristol St South (EW)
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different volume components like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with 12 columns for Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #8 Irvine Ave (NS) at Orchard Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow parameters like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #9 Birch St (NS) at Orchard Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.332
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Mesa Dr (NS) at Birch St (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.218
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Acacia St (NS) at Birch St (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.225
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Irvine Ave (NS) at Mesa Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Lanes.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #13 Irvine Ave (NS) at University Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

\*\*\*\*\*

**TPO YEAR 2027 WITH PROJECT**

Acacia Atrium Medical Office Condos
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 MacArthur Blvd (NS) at Jamboree Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 3 rows of data including Vol/Sat, OvlAdjV/S, and Crit Moves.

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 Acacia Atrium Medical Office Condos  
 TPO 2027 With Project  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Campus Dr (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	0	0	1	0	3

Volume Module:

Base Vol:	373	1146	0	0	235	149	0	0	0	259	778	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	1146	0	0	235	149	0	0	0	259	778	185
Added Vol:	3	1	0	0	3	0	0	0	0	0	0	0
PasserByVol:	6	9	0	0	12	0	0	0	0	17	111	0
Initial Fut:	382	1156	0	0	250	149	0	0	0	276	889	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	1156	0	0	250	149	0	0	0	276	889	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1156	0	0	250	149	0	0	0	276	889	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	1156	0	0	250	149	0	0	0	276	889	185

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	3.31	0.69
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5298	1102

Capacity Analysis Module:

Vol/Sat:	0.12	0.24	0.00	0.00	0.04	0.03	0.00	0.00	0.00	0.17	0.17	0.17
Crit Moves:	****									****		

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic flows and 12 rows of volume-related metrics.

Saturation Flow Module table with 12 columns and 4 rows of saturation flow data.

Capacity Analysis Module table with 12 columns and 2 rows of capacity analysis data.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 Birch St (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with 12 columns for saturation flow factors like Sat/Lane, Adjustment, Lanes, etc.

Capacity Analysis Module: Table with 12 columns for capacity analysis factors like Vol/Sat, Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #5 Birch St (NS) at Bristol St South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module: Table with 12 columns representing different traffic volumes and adjustment factors.

Saturation Flow Module: Table with 12 columns representing saturation flow rates and adjustments.

Capacity Analysis Module: Table with 12 columns representing capacity analysis metrics.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Jamboree Rd (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat, Crit Moves.

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Acacia Atrium Medical Office Condos
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #7 Jamboree Rd (NS) at Bristol St South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 4 columns for North, South, East, and West bounds.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 columns for North, South, East, and West bounds.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 4 columns for North, South, East, and West bounds.

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 Acacia Atrium Medical Office Condos  
 TPO 2027 With Project  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #8 Irvine Ave (NS) at Orchard Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.317  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	884	52	97	710	0	0	0	0	33	0	34
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	911	54	100	731	0	0	0	0	33	0	34
Added Vol:	0	0	2	9	0	0	0	0	0	1	0	5
PasserByVol:	0	6	0	16	0	0	0	0	0	3	0	0
Initial Fut:	0	917	56	125	731	0	0	0	0	37	0	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	917	56	125	731	0	0	0	0	37	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	917	56	125	731	0	0	0	0	37	0	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	917	56	125	731	0	0	0	0	37	0	39

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.49	0.00	0.51
Final Sat.:	1600	4800	1600	1600	4800	0	0	0	0	779	0	821

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.03	0.08	0.15	0.00	0.00	0.00	0.00	0.02	0.00	0.05
Crit Moves:	****			****						****		

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 Acacia Atrium Medical Office Condos  
 TPO 2027 With Project  
 AM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #9 Birch St (NS) at Orchard Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.248  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	3	369	40	59	279	64	23	9	8	16	36	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	369	40	59	279	64	23	9	8	16	36	55
Added Vol:	0	0	0	0	0	17	7	0	0	0	0	0
PasserByVol:	0	0	0	0	0	29	12	0	0	0	0	0
Initial Fut:	3	369	40	59	279	110	42	9	8	16	36	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	369	40	59	279	110	42	9	8	16	36	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	369	40	59	279	110	42	9	8	16	36	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	369	40	59	279	110	42	9	8	16	36	55

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.43	0.57	1.00	0.53	0.47	1.00	0.40	0.60
Final Sat.:	1600	2887	313	1600	2295	905	1600	847	753	1600	633	967

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.13	0.04	0.12	0.12	0.03	0.01	0.01	0.01	0.06	0.06
Crit Moves:	****			****			****			****		

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Acacia Atrium Medical Office Condos
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Mesa Dr (NS) at Birch St (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.177
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 13 columns and 3 rows including Vol/Sat, Crit Moves, and a row of asterisks.

Acacia Atrium Medical Office Condos
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Acacia St (NS) at Birch St (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.144
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow parameters like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics like Vol/Sat, Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Irvine Ave (NS) at Mesa Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.373
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #13 Irvine Ave (NS) at University Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing traffic volumes and adjustment factors for various scenarios like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns representing saturation flow rates and adjustment factors for lanes.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics like Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 MacArthur Blvd (NS) at Jamboree Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows of data.

Saturation Flow Module:

Table with 13 columns representing saturation flow metrics and 4 rows of data.

Capacity Analysis Module:

Table with 13 columns representing capacity analysis metrics and 4 rows of data.

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 Acacia Atrium Medical Office Condos  
 TPO 2027 With Project  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #2 Campus Dr (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0	0	4	0	0	0	1	0	3

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Volume Module:

Base Vol:	490	637	0	0	596	551	0	0	0	257	1603	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	637	0	0	596	551	0	0	0	257	1603	89
Added Vol:	11	4	0	0	3	0	0	0	0	0	0	0
PasserByVol:	19	21	0	0	8	0	0	0	0	5	37	0
Initial Fut:	520	662	0	0	607	551	0	0	0	262	1640	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	662	0	0	607	551	0	0	0	262	1640	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	662	0	0	607	551	0	0	0	262	1640	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	662	0	0	607	551	0	0	0	262	1640	89

-----

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	3.79	0.21
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	6071	329

-----

Capacity Analysis Module:

Vol/Sat:	0.16	0.14	0.00	0.00	0.09	0.11	0.00	0.00	0.00	0.16	0.27	0.27
Crit Moves:	****					****				****		

\*\*\*\*\*

Acacia Atrium Medical Office Condos
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PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #3 Campus Dr/Irvine Ave (NS) at Bristol St South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

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 Acacia Atrium Medical Office Condos  
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 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #4 Birch St (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	0	1	1	2	0	0	0	0

Volume Module:

Base Vol:	161	276	0	0	330	527	0	0	0	419	1367	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:	161	276	0	0	330	527	0	0	0	419	1367	128
Added Vol:	0	2	0	0	1	0	0	0	0	12	0	0
PasserByVol:	0	15	0	0	6	10	0	0	0	22	36	10
Initial Fut:	161	293	0	0	337	537	0	0	0	453	1403	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	293	0	0	337	537	0	0	0	453	1403	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	293	0	0	337	537	0	0	0	453	1403	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	293	0	0	337	537	0	0	0	453	1403	138

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.54	2.46	0.00	0.00	0.00	1.00	3.73	0.27
Final Sat.:	3200	3200	0	0	2468	3932	0	0	0	1600	5970	430

Capacity Analysis Module:

Vol/Sat:	0.05	0.09	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.28	0.24	0.32
Crit Moves:	****				****							****

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Acacia Atrium Medical Office Condos
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #5 Birch St (NS) at Bristol St South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing traffic flow metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 With Project
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #6 Jamboree Rd (NS) at Bristol St North (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 13 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 5 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves, and \*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #7 Jamboree Rd (NS) at Bristol St South (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume).

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics (Sat/Lane, Adjustment, Lanes, Final Sat.).

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics (Vol/Sat, Crit Moves).

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 Acacia Atrium Medical Office Condos  
 TPO 2027 With Project  
 PM Peak Hour  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #8 Irvine Ave (NS) at Orchard Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 100 Level Of Service: A  
 \*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0	1	0	0	0	0	0	0	1

Volume Module:

Base Vol:	0	763	13	36	1342	0	0	0	0	72	0	164
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	786	13	37	1382	0	0	0	0	72	0	164
Added Vol:	0	0	1	8	0	0	0	0	0	2	0	15
PasserByVol:	0	5	0	14	0	0	0	0	0	8	0	0
Initial Fut:	0	791	14	59	1382	0	0	0	0	82	0	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	791	14	59	1382	0	0	0	0	82	0	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	791	14	59	1382	0	0	0	0	82	0	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	791	14	59	1382	0	0	0	0	82	0	179

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.31	0.00	0.69
Final Sat.:	1600	4800	1600	1600	4800	0	0	0	0	503	0	1097

Capacity Analysis Module:

Vol/Sat:	0.00	0.16	0.01	0.04	0.29	0.00	0.00	0.00	0.00	0.05	0.00	0.16
Crit Moves:	****				****							****

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #9 Birch St (NS) at Orchard Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns representing different volume metrics and 13 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #10 Mesa Dr (NS) at Birch St (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.218
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 13 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 13 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 13 columns and 2 rows including Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #11 Acacia St (NS) at Birch St (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.229
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow parameters like Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis parameters like Vol/Sat, Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Irvine Ave (NS) at Mesa Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A
\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 14 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 2 rows including Vol/Sat and Crit Moves.

\*\*\*\*\*

Acacia Atrium Medical Office Condos
TPO 2027 With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #13 Irvine Ave (NS) at University Dr (EW)

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

\*\*\*\*\*

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows for various adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics and 4 rows for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics and 2 rows for Vol/Sat and Crit Moves.

\*\*\*\*\*

**APPENDIX D**  
**APPROVED PROJECTS LIST**

## 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
945	HOAG HOSPITAL PHASE III	0
949	ST. MARK PRESBYTERIAN CHURCH	77
955	2300 NEWPORT BLVD (VUE)	30
958	HOAG HEALTH CENTER 500-540 SUPERIOR	95
959	NORTH NEWPORT CENTER	0
971	BACK BAY LANDING 300 ECH	0
977	BALBOA MARINA WEST	0
979	NEWPORT CROSSINGS	0
980	Museum House - Vivante Senior Center	0
981	Uptown Newport: Phase 1 - Trans Devel Rights (TDR)	53
982	Uptown Newport: Phase 2 Only	0
983	Residences at 4400 VK	0
984	Picerne Residential (1300 Bristol St N)	0
986	2510 WCH Residential and Mother's Market	0
987	Pacifica Christian HS	0
988	1400 Bristol St N Residences	0
989	Sage Hill Middle School Expansion	0
990	1600 Dove St Residences	0
991	TTC Newporter Pickleball	0
992	3300 Irvine Ave - Newport Irvine Medical Office	0

# Approved Projects 80% Volume Summary Intersection Report

## Intersection (4307 ::: BIRCH ST / ORCHARD DR)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	0	29	12	0	0	0	0	0	0	29	12	0	0	0	0	0
<b>PM</b>	0	25	37	0	0	0	0	0	0	25	37	0	0	0	0	0

## Intersection (4090 ::: IRVINE AVE / UNIVERSITY DR )

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	8	4	0	0	0	8	0	0	4	0	0	0	0	0	0	0
<b>PM</b>	7	12	0	0	0	7	0	0	12	0	0	0	0	0	0	0

## Intersection (4103 ::: IRVINE AVE / MESA DR )

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	12	23	0	2	0	8	4	0	23	0	0	0	0	2	0	0
<b>PM</b>	27	16	0	5	0	23	4	0	16	0	0	0	0	5	0	0

## Intersection (4151 ::: IRVINE AVE / ORCHARD DR [C] )

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	6	16	0	3	0	6	0	16	0	0	0	0	0	3	0	0
<b>PM</b>	5	14	0	8	0	5	0	14	0	0	0	0	0	8	0	0

# Approved Projects 80% Volume Summary Intersection Report

## Intersection (4153 ::: MESA DR / ACACIA AVE )

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	0	1	3	0	0	0	0	0	0	1	3	0	0	0	0	0
<b>PM</b>	0	4	3	0	0	0	0	0	0	4	3	0	0	0	0	0

## Intersection (4154 ::: MESA DR / BIRCH ST )

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
<b>AM</b>	11	29	19	0	0	10	1	0	29	0	5	3	11	0	0	0
<b>PM</b>	47	13	45	0	0	30	17	0	13	0	10	26	9	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
<b>AM</b>	13	89	3	0	0	2	11	60	29	0	0	0	3	0	0	0
<b>PM</b>	43	29	45	0	0	6	37	5	24	0	9	33	3	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
<b>AM</b>	37	61	94	0	0	37	0	0	61	0	33	21	40	0	0	0
<b>PM</b>	93	26	165	0	0	93	0	0	26	0	113	13	39	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
<b>AM</b>	15	12	0	128	6	9	0	0	12	0	0	0	0	17	111	0
<b>PM</b>	40	8	0	42	19	21	0	0	8	0	0	0	0	5	37	0

## Intersection (4175 ::: BRISTOL ST N / BIRCH ST )

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	2	54	0	185	0	2	0	0	20	34	0	0	0	70	95	20
<b>PM</b>	15	16	0	68	0	15	0	0	6	10	0	0	0	22	36	10

## Intersection (4190 ::: JAMBOREE RD / BRISTOL ST N )

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
<b>AM</b>	88	148	0	0	9	62	17	0	61	87	0	0	0	0	0	0
<b>PM</b>	225	123	0	0	36	159	30	0	27	96	0	0	0	0	0	0

# Approved Projects 80% Volume Summary Intersection Report

Intersection (4275 ::: JAMBOREE RD / MACARTHUR BLVD )

	<b>NB</b>	<b>SB</b>	<b>EB</b>	<b>WB</b>	<b>NL</b>	<b>NT</b>	<b>NR</b>	<b>SL</b>	<b>ST</b>	<b>SR</b>	<b>EL</b>	<b>ET</b>	<b>ER</b>	<b>WL</b>	<b>WT</b>	<b>WR</b>
<b>AM</b>	25	76	70	174	8	12	5	18	38	20	9	50	11	41	122	11
<b>PM</b>	95	52	164	113	21	32	42	12	12	28	16	136	12	18	76	19

## **APPENDIX E**

### **TPO ONE-PERCENT THRESHOLD ANALYSIS**

**Traffic Phasing Ordinance (TPO) One-Percent Threshold Calculations**

ID	Study Intersection	AM Peak Hour Approach Totals				1% of TPO Volume				AM Peak Hour Project Volume				Threshold Met?			
		TPO Year 2027 Without Project				NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
		NB	SB	EB	WB												
1.	MacArthur Blvd (NS) at Jamboree Rd (EW)	1403	886	1337	1345	15	9	14	14	5	0	3	3	No	No	No	No
2.	Campus Dr (NS) at Bristol St North (EW)	1534	396	0	1350	16	4	0	14	4	3	0	0	No	No	No	No
3.	Irvine Ave/Campus Dr (NS) at Bristol St South (EW)	953	522	2688	0	10	6	27	0	5	3	8	0	No	No	No	No
4.	Birch St (NS) at Bristol St North (EW)	801	287	0	1905	9	3	0	20	1	2	0	14	No	No	No	No
5.	Birch St (NS) at Bristol St South (EW)	477	597	1821	0	5	7	19	0	7	16	2	0	Yes	Yes	No	No
6.	Jamboree Rd (NS) at Bristol St North (EW)	2711	1284	0	0	28	13	0	0	8	8	0	0	No	No	No	No
7.	Jamboree Rd (NS) at Bristol St South (EW)	1637	821	2555	0	17	9	26	0	5	0	6	0	No	No	No	No
8.	Irvine Ave (NS) at Orchard Dr (EW)	971	847	0	70	10	9	0	1	2	9	0	6	No	Yes	No	Yes
9.	Birch St (NS) at Orchard Dr (EW)	412	431	52	107	5	5	1	2	0	17	7	0	No	Yes	Yes	No
10.	Mesa Dr (NS) at Birch St (EW)	43	5	462	148	1	1	5	2	0	0	0	0	No	No	No	No
11.	Acacia St (NS) at Birch St (EW)	0	9	501	160	0	1	6	2	0	1	3	0	No	Yes	No	No
12.	Irvine Ave (NS) at Mesa Dr (EW)	1385	805	453	166	14	9	5	2	5	1	0	1	No	No	No	No
13.	Irvine Ave (NS) at University Dr (EW)	1377	979	378	94	14	10	4	1	5	2	0	0	No	No	No	No

ID	Study Intersection	PM Peak Hour Approach Totals				1% of TPO Volume				PM Peak Hour Project Volume				Threshold Met?			
		TPO Year 2027 Without Project				NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
		NB	SB	EB	WB												
1.	MacArthur Blvd (NS) at Jamboree Rd (EW)	1431	1640	1352	1383	15	17	14	14	4	0	10	3	No	No	No	No
2.	Campus Dr (NS) at Bristol St North (EW)	1167	1155	0	1991	12	12	0	20	15	3	0	0	Yes	No	No	No
3.	Irvine Ave/Campus Dr (NS) at Bristol St South (EW)	949	867	1782	0	10	9	18	0	15	3	6	0	Yes	No	No	No
4.	Birch St (NS) at Bristol St North (EW)	452	873	0	1982	5	9	0	20	2	1	0	12	No	No	No	No
5.	Birch St (NS) at Bristol St South (EW)	556	677	1297	0	6	7	13	0	21	13	1	0	Yes	Yes	No	No
6.	Jamboree Rd (NS) at Bristol St North (EW)	3407	1446	0	0	35	15	0	0	15	7	0	0	No	No	No	No
7.	Jamboree Rd (NS) at Bristol St South (EW)	2252	692	2370	0	23	7	24	0	4	0	19	0	No	No	No	No
8.	Irvine Ave (NS) at Orchard Dr (EW)	804	1433	0	244	9	15	0	3	1	8	0	17	No	No	No	Yes
9.	Birch St (NS) at Orchard Dr (EW)	284	728	94	140	3	8	2	2	0	14	22	0	No	Yes	Yes	No
10.	Mesa Dr (NS) at Birch St (EW)	36	14	204	624	1	1	3	7	0	0	0	0	No	No	No	No
11.	Acacia St (NS) at Birch St (EW)	0	41	203	639	0	1	3	7	0	4	3	0	No	Yes	Yes	No
12.	Irvine Ave (NS) at Mesa Dr (EW)	931	1277	254	432	10	13	3	5	4	2	0	4	No	No	No	No
13.	Irvine Ave (NS) at University Dr (EW)	807	1550	278	146	9	16	3	2	4	6	0	0	No	No	No	No



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