

Attachment No. PC 3

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

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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

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

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:

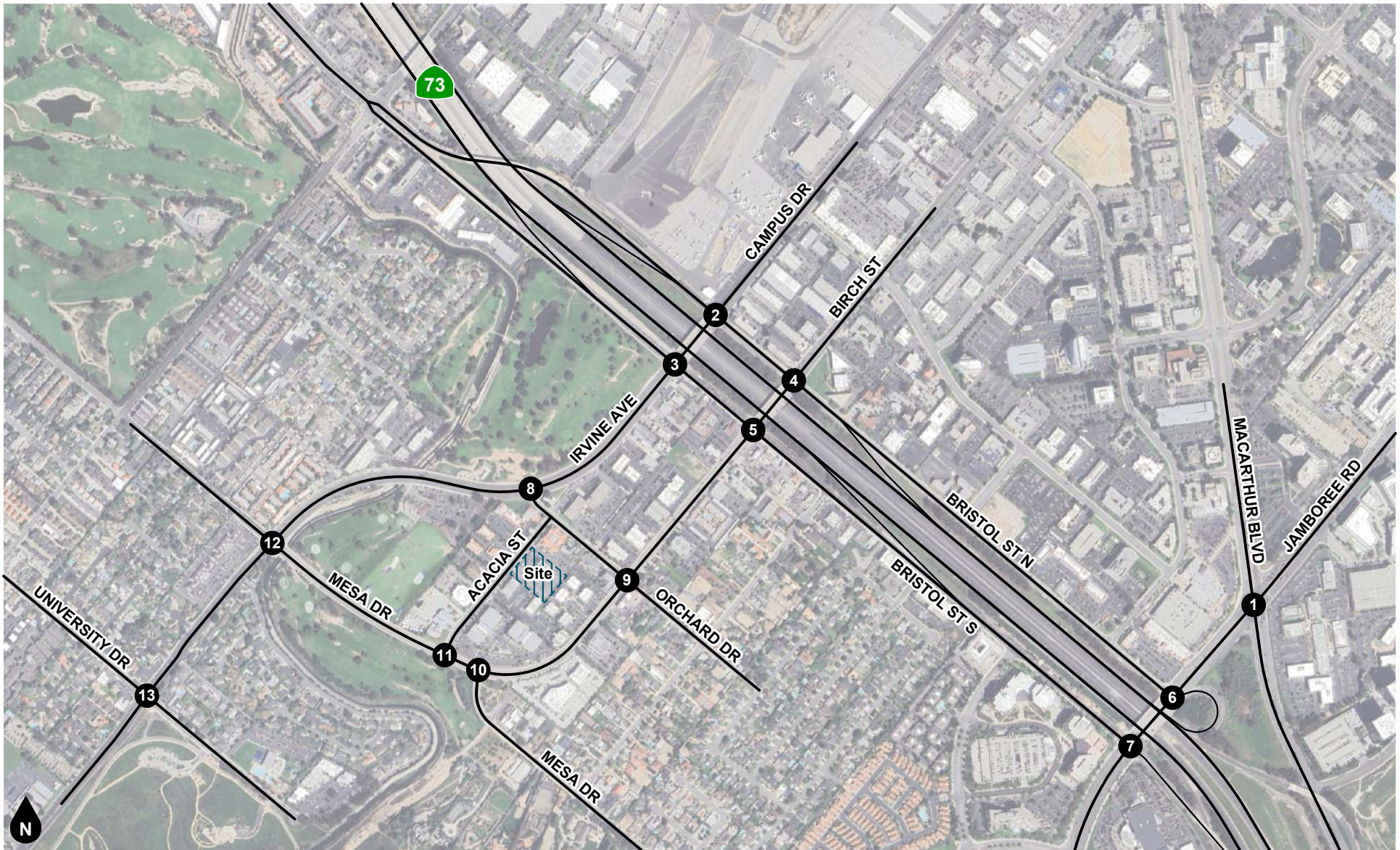
Study Intersections ¹	Jurisdiction
1. MacArthur Boulevard (NS) at Jamboree Road (EW)	Newport Beach/Irvine
2. Campus Drive (NS) at Bristol Street North (EW)	Newport Beach
3. Irvine Avenue/Campus Drive (NS) at Bristol Street South (EW)	Newport Beach
4. Birch Street (NS) at Bristol Street North (EW)	Newport 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

¹ (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

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 ¹	AM Peak Hour		PM Peak Hour	
			V/C ²	LOS ³	V/C ²	LOS ³
1.	MacArthur Blvd (NS) at Jamboree Rd (EW) ⁴	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

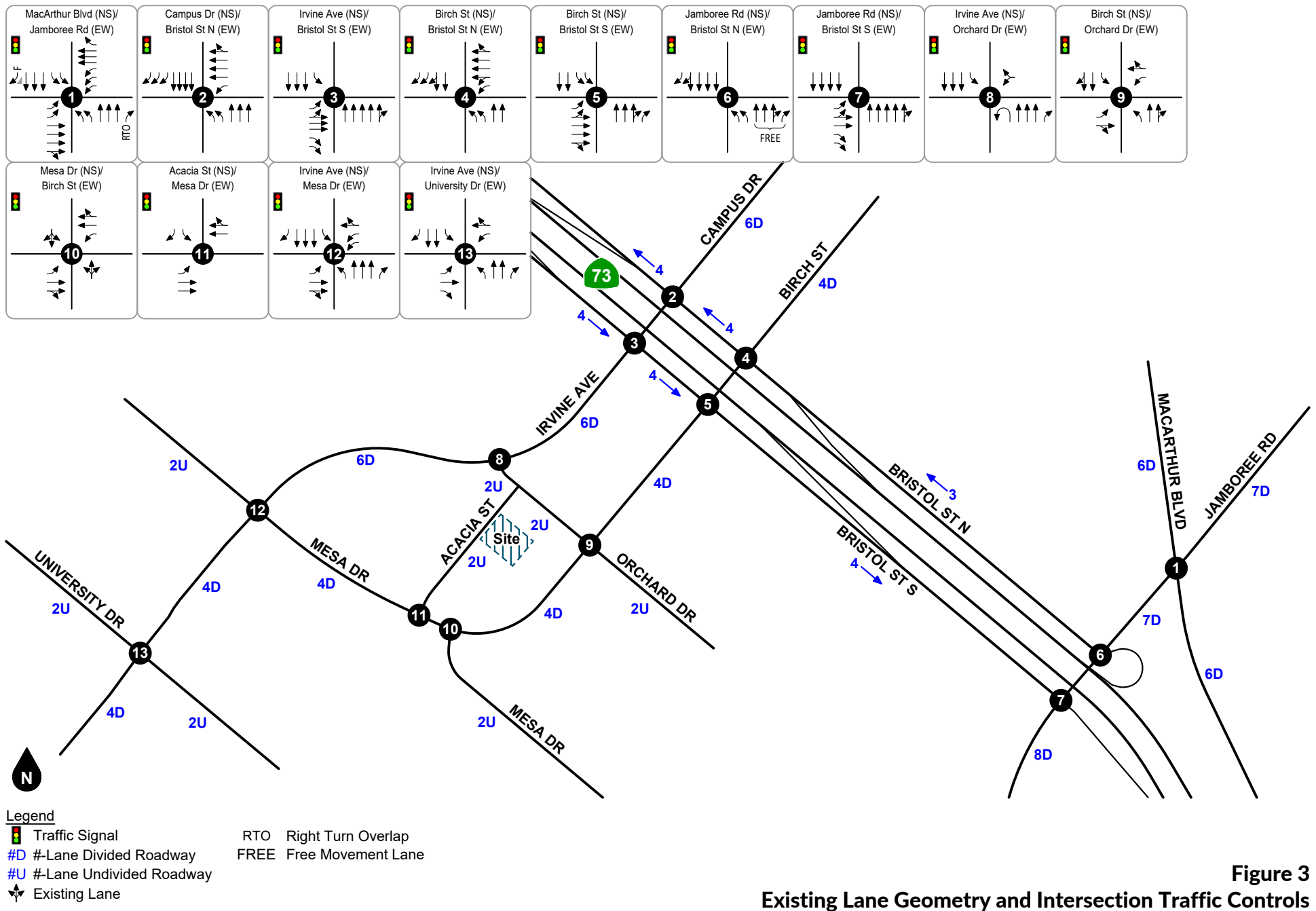
Notes:

(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

- Sidewalk
- Cross Walk
- B Bus Stop

Figure 4
Existing Pedestrian Facilities



Figure 5
Orange County Transportation Authority System Map

Source: Orange County Transportation Authority

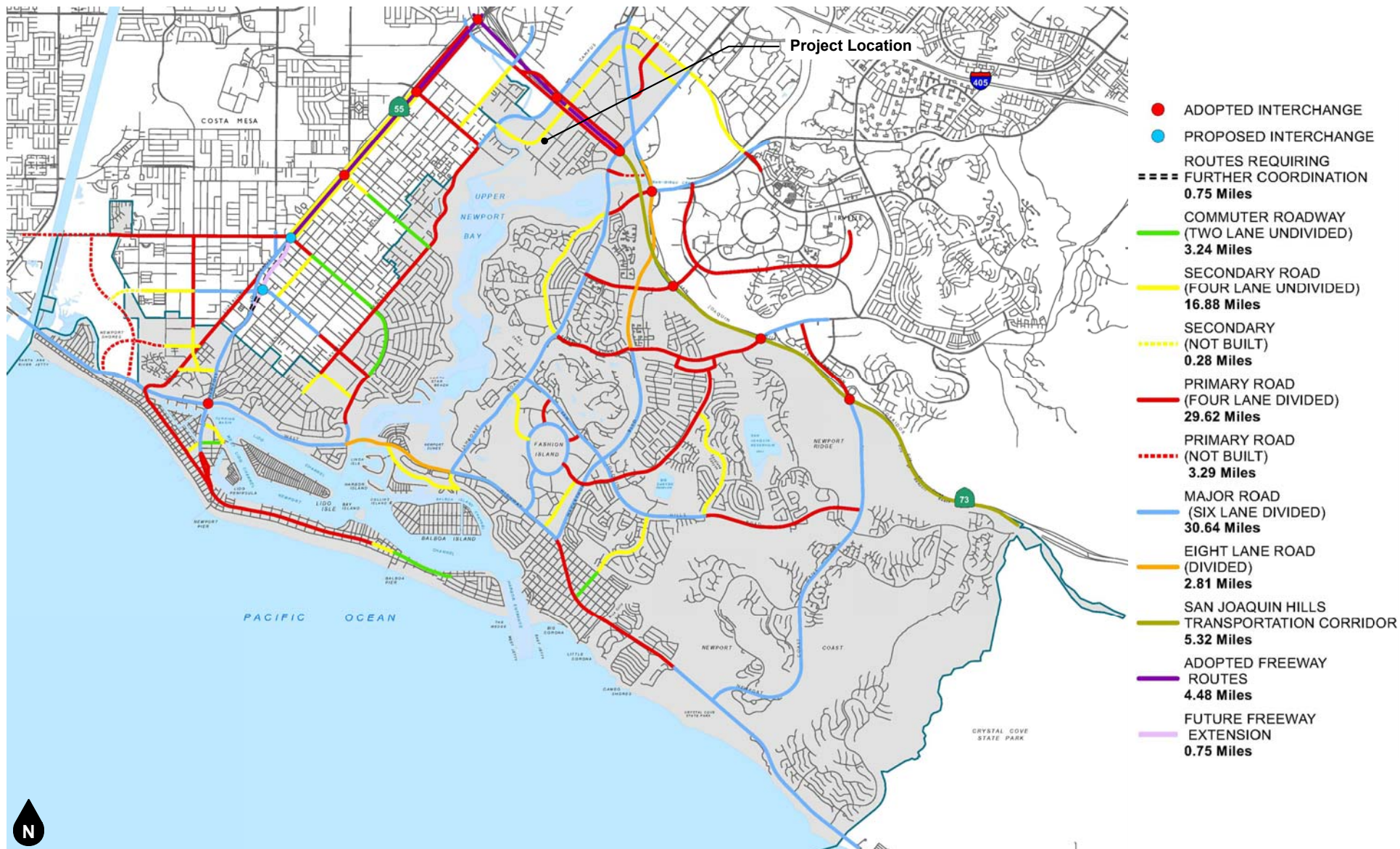


Figure 6
City of Newport Beach General Plan Master Plan of Streets and Highways

Source: City of Newport Beach

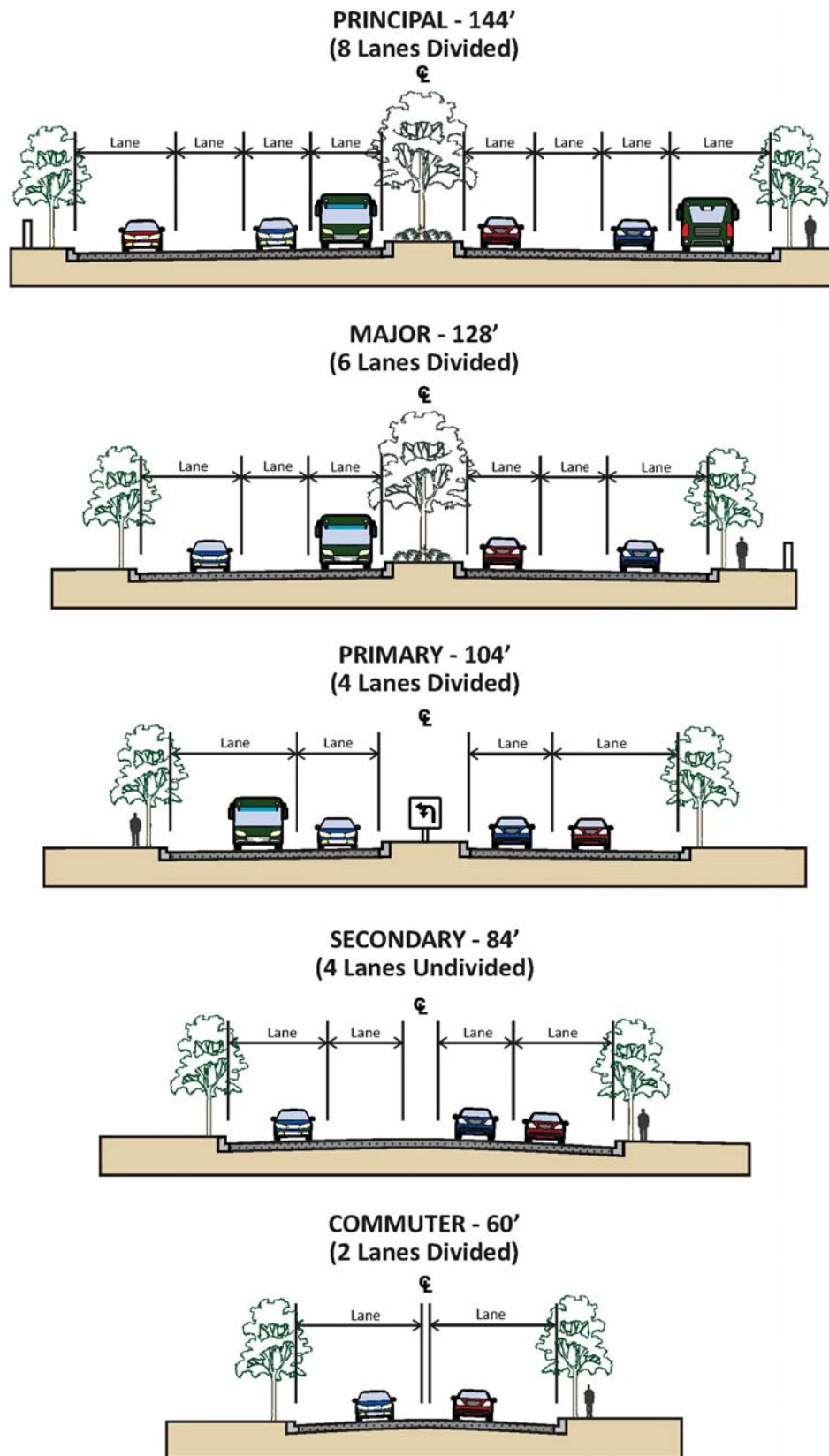


Figure 7
City of Newport Beach General Plan Roadway Cross-Sections

Source: City of Newport Beach

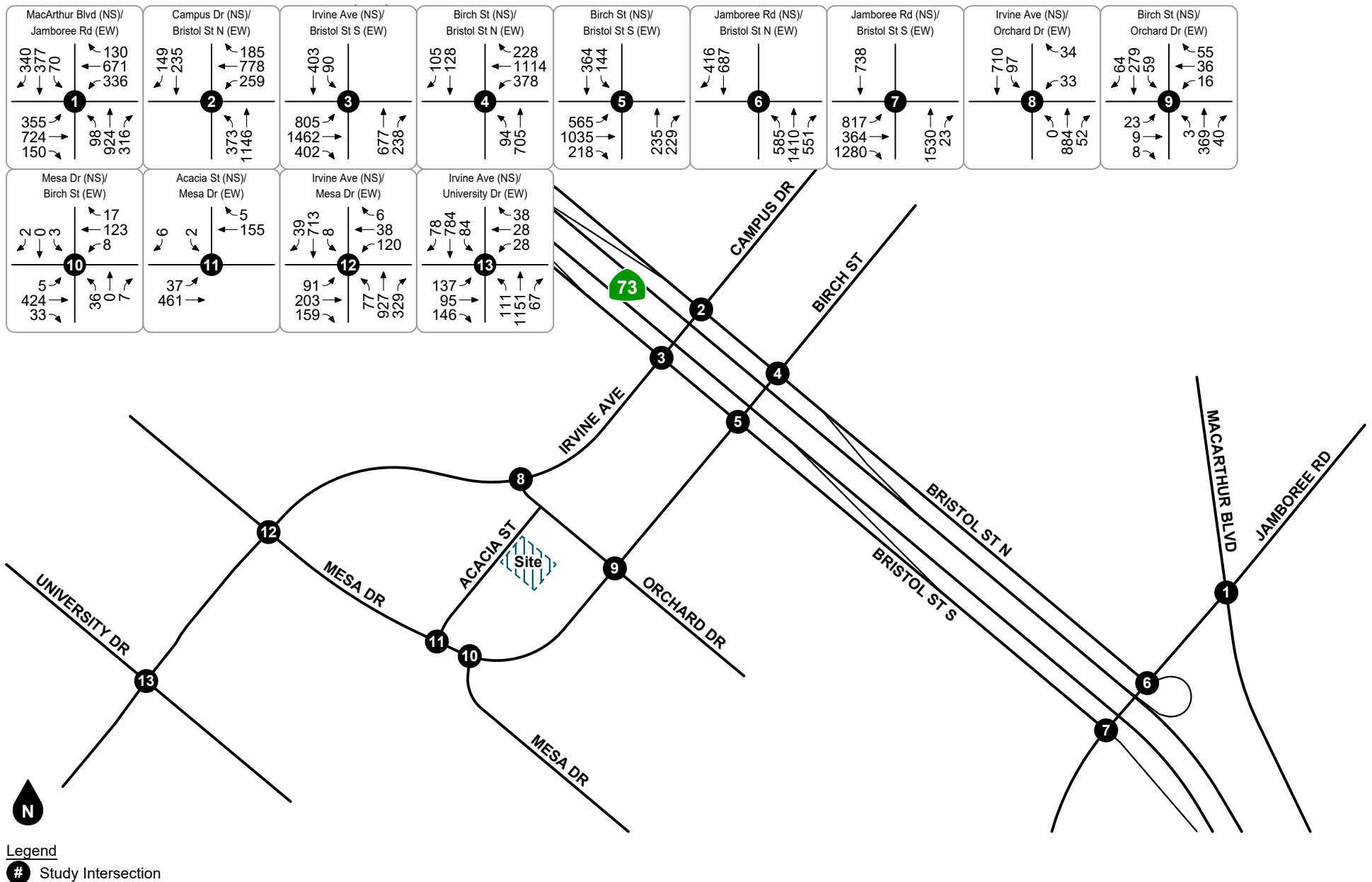


Figure 8
 Existing AM Peak Hour Intersection Turning Movement Volumes

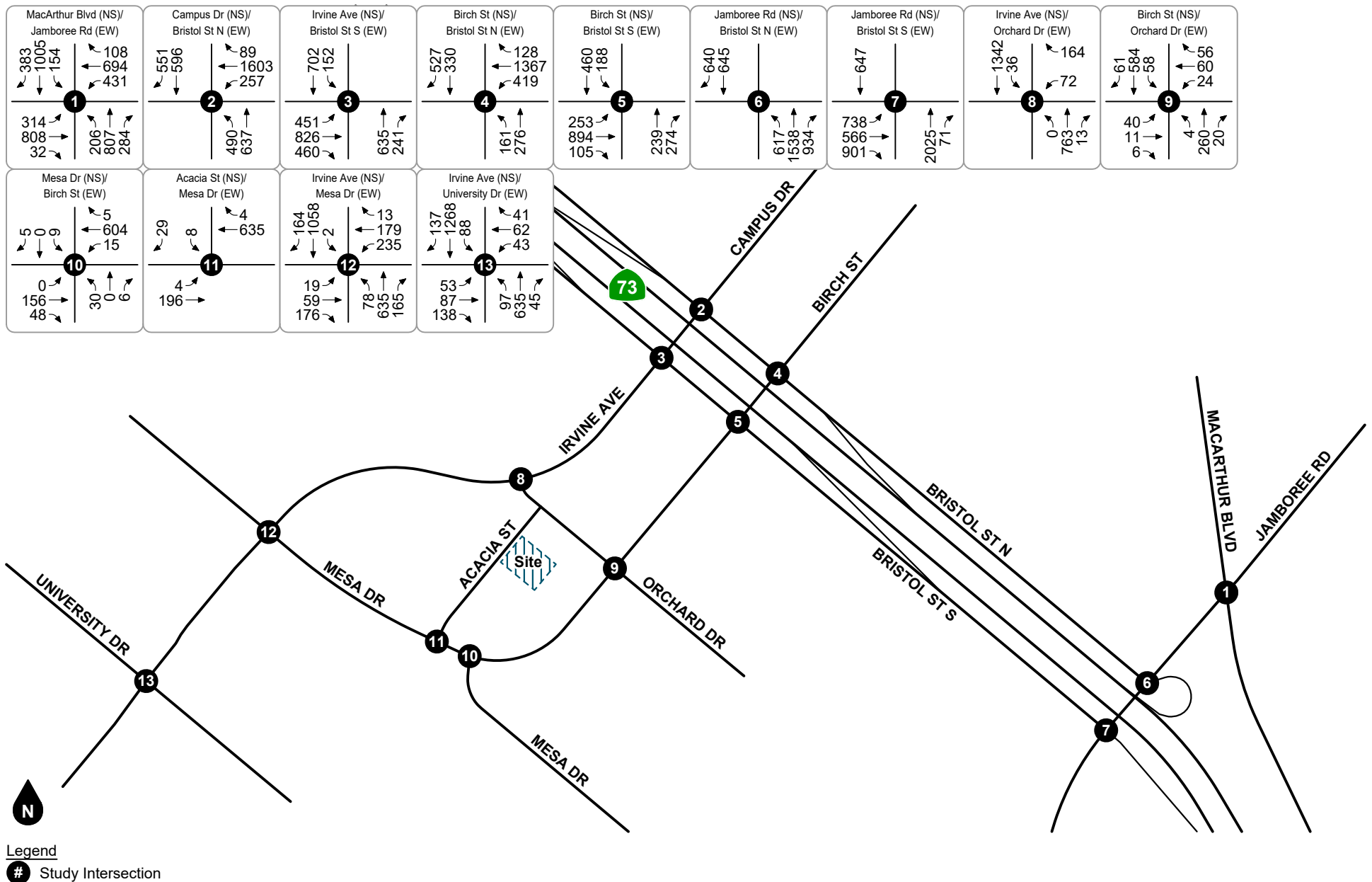


Figure 9
 Existing PM Peak Hour Intersection Turning Movement Volumes

4. PROJECT FORECASTS

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* (11th 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 ¹	Unit ²	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 ²	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
NET PROJECT TRIPS GENERATED			+31	+13	+44	+26	+43	+69	+703

Notes:

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

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

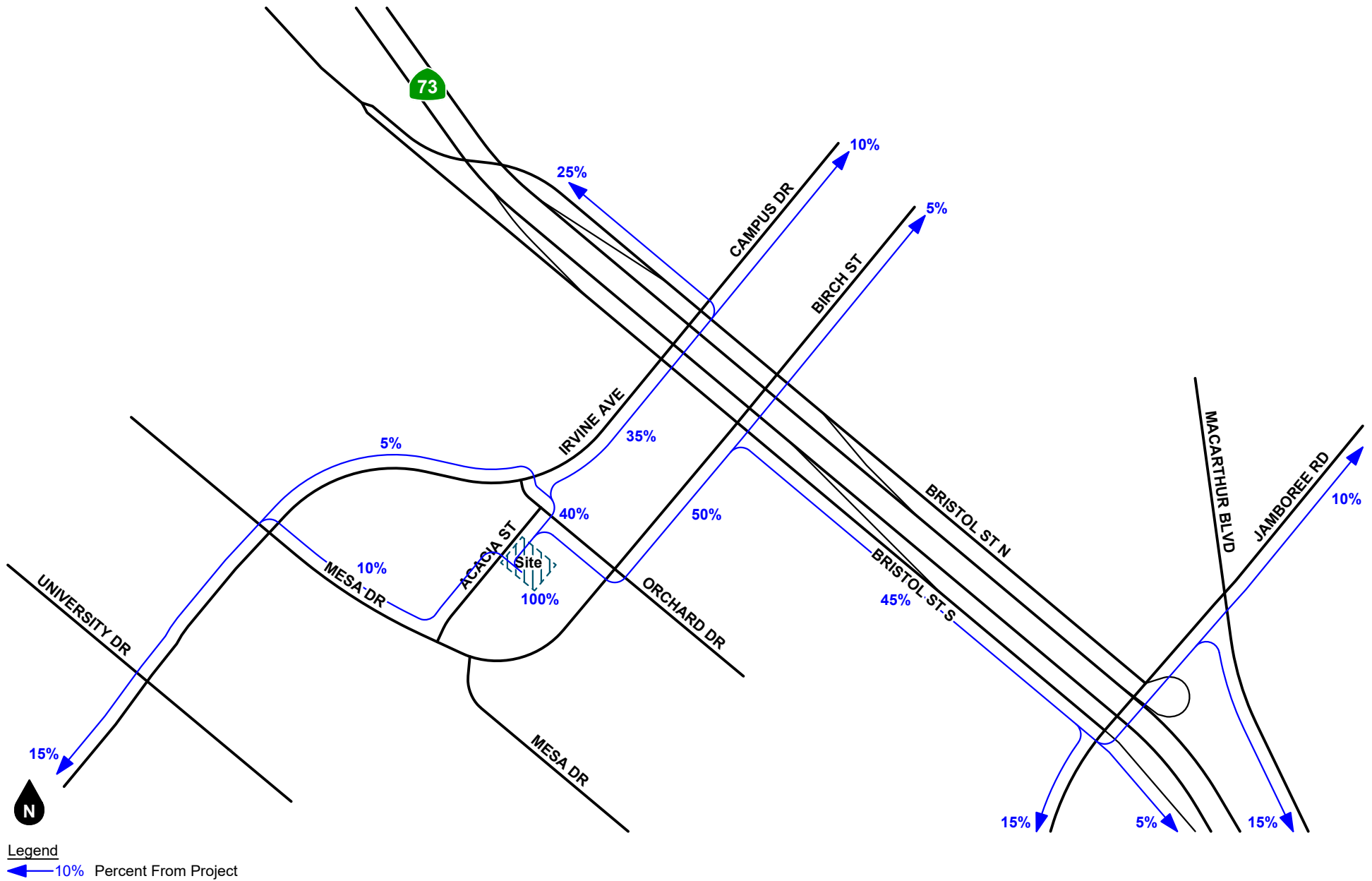


Figure 10
Project Outbound Trip Distribution

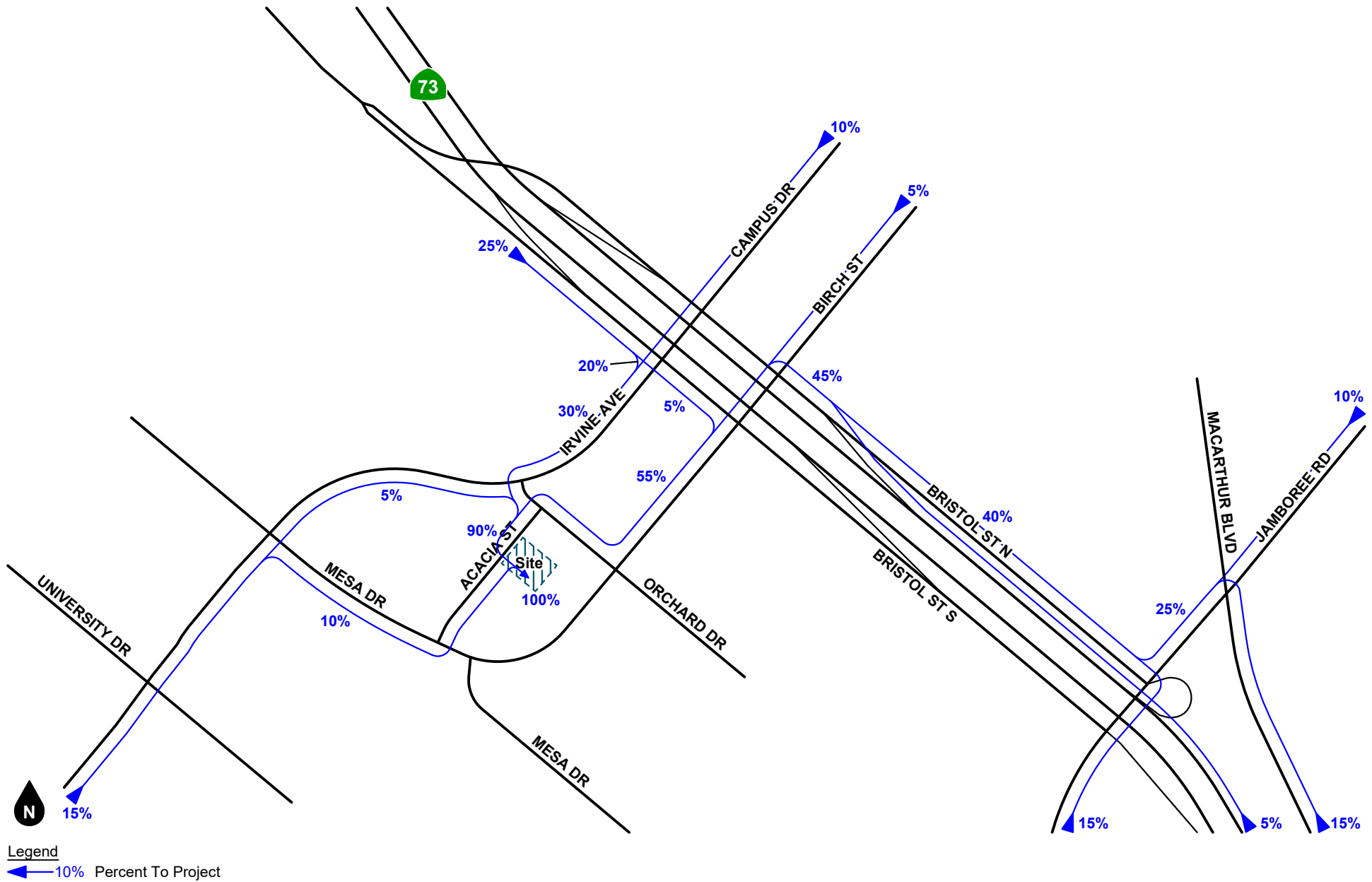


Figure 11
Project Inbound Trip Distribution

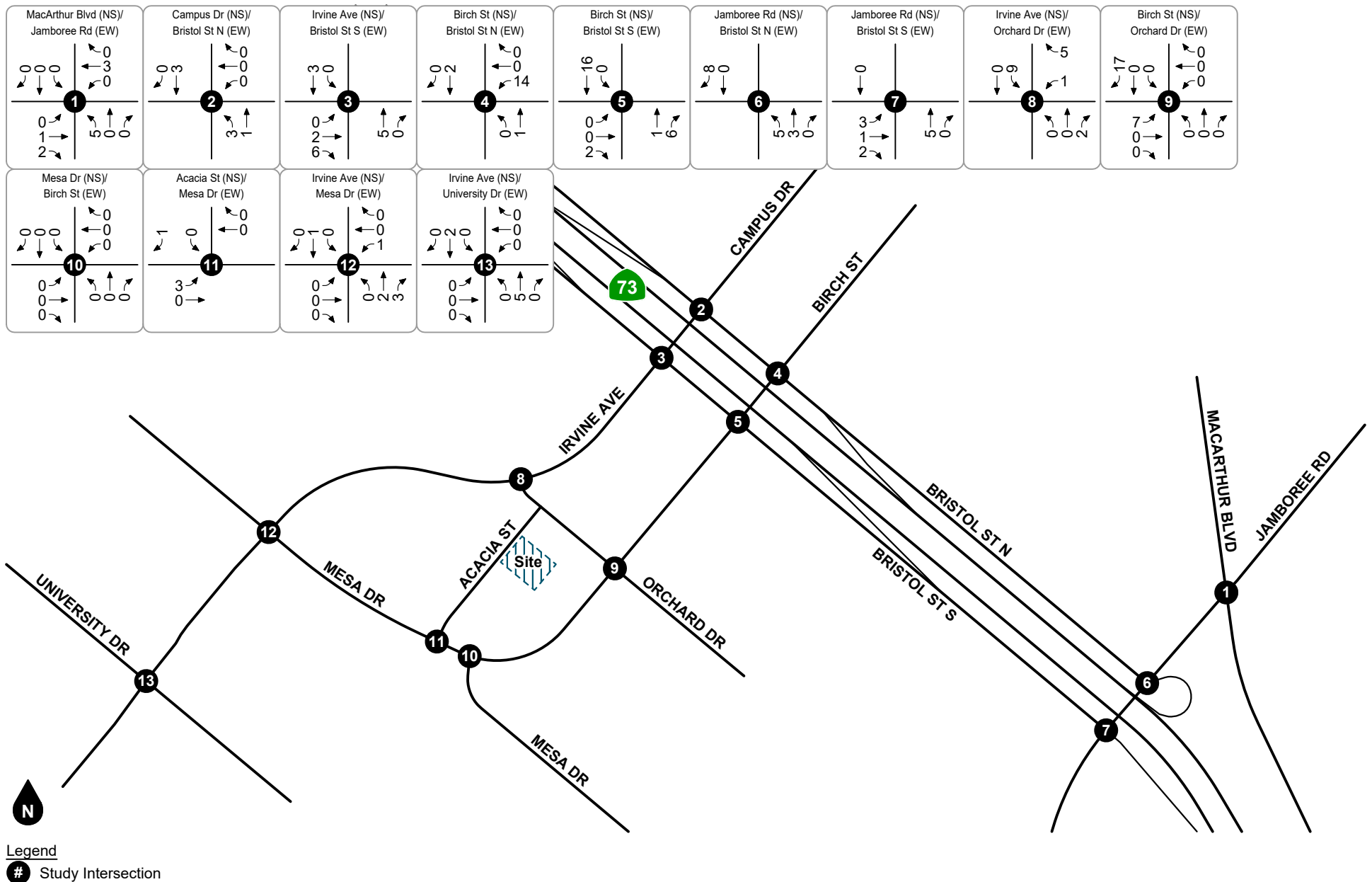


Figure 12
 Project (Net) AM Peak Hour Intersection Turning Movement Volumes

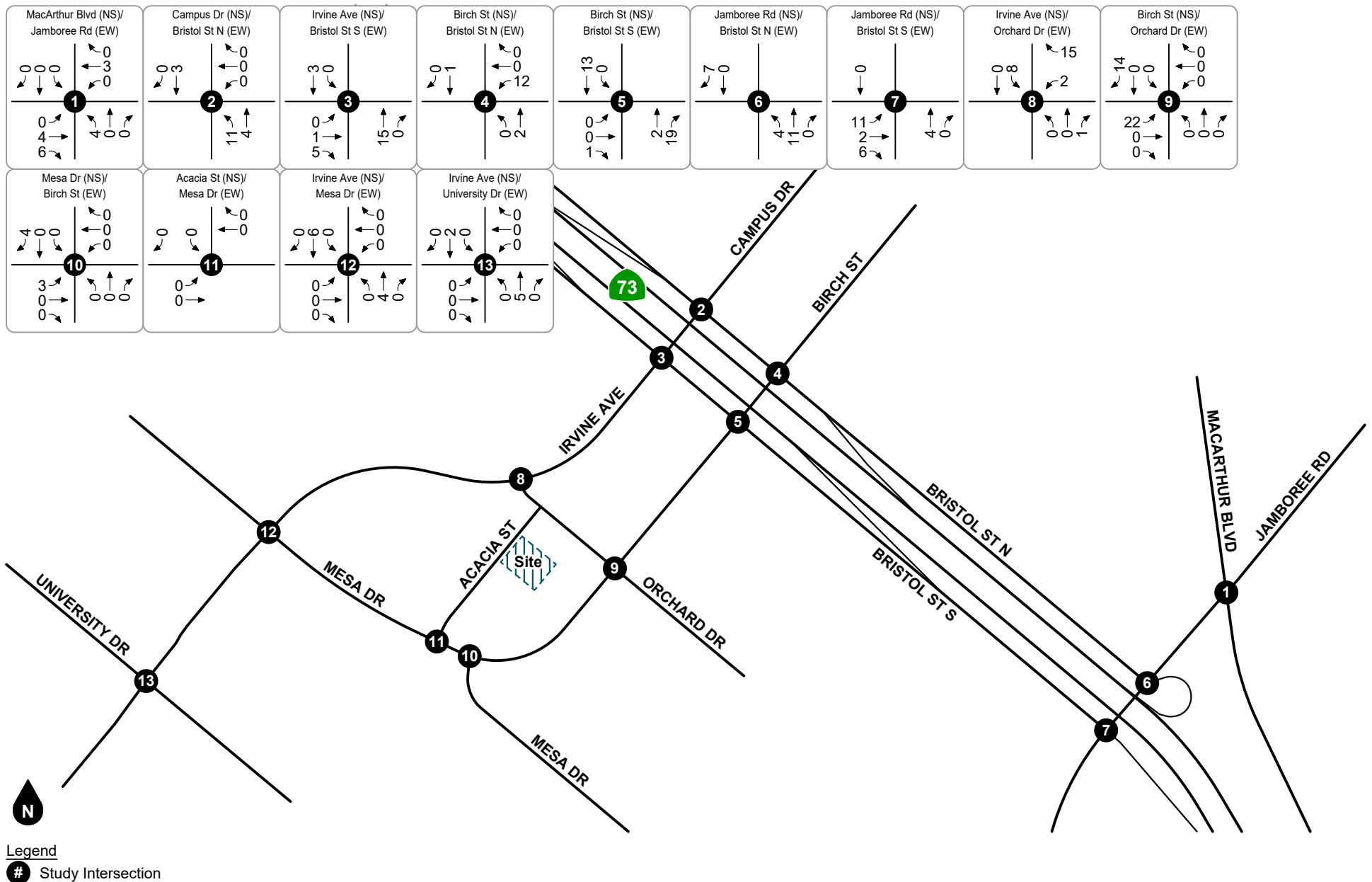


Figure 13
 Project (Net) PM Peak Hour Intersection Turning Movement Volumes

5. FUTURE VOLUME FORECASTS

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.

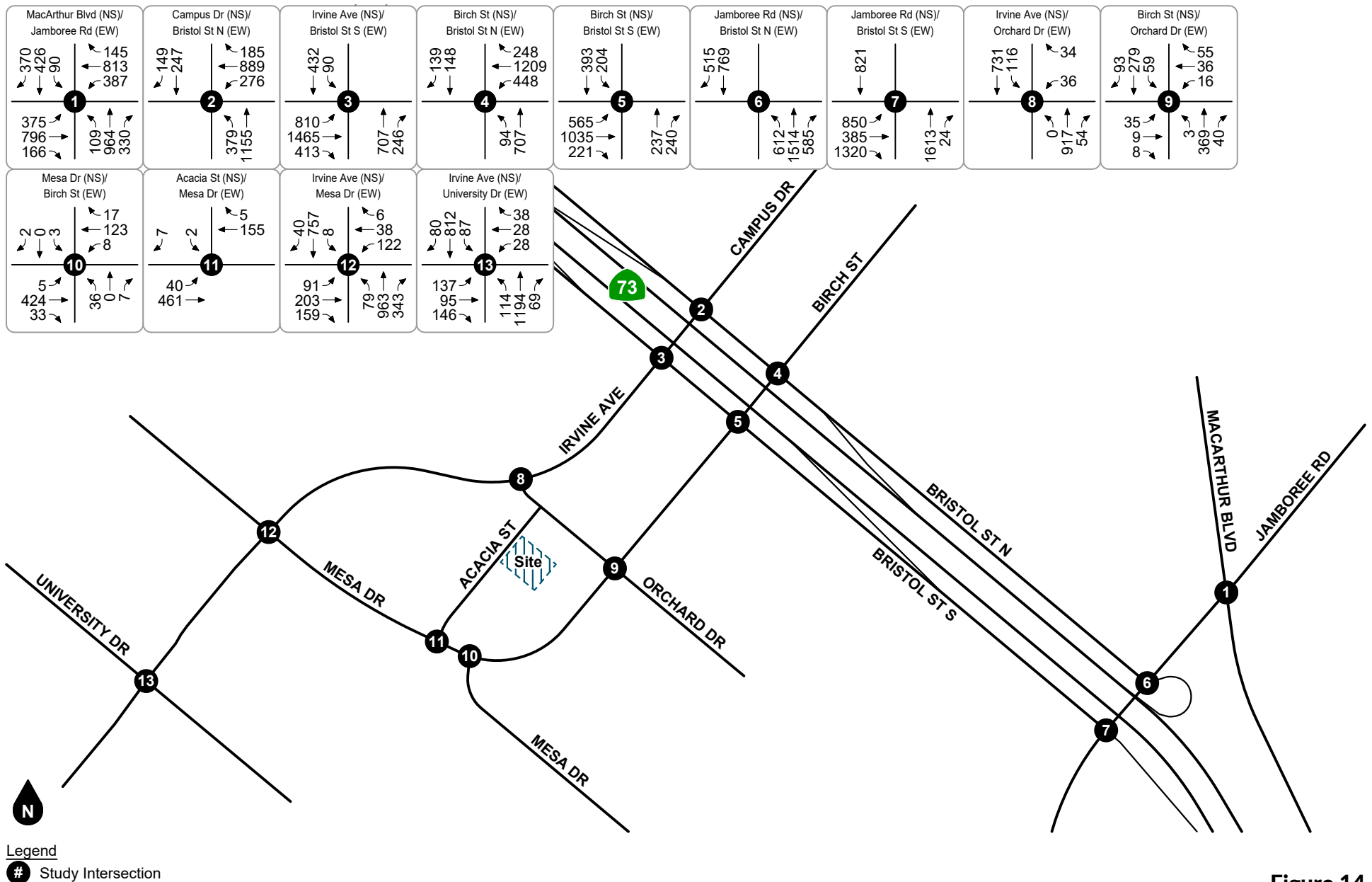


Figure 14
TPO Year 2027 Without Project
AM Peak Hour Intersection Turning Movement Volumes

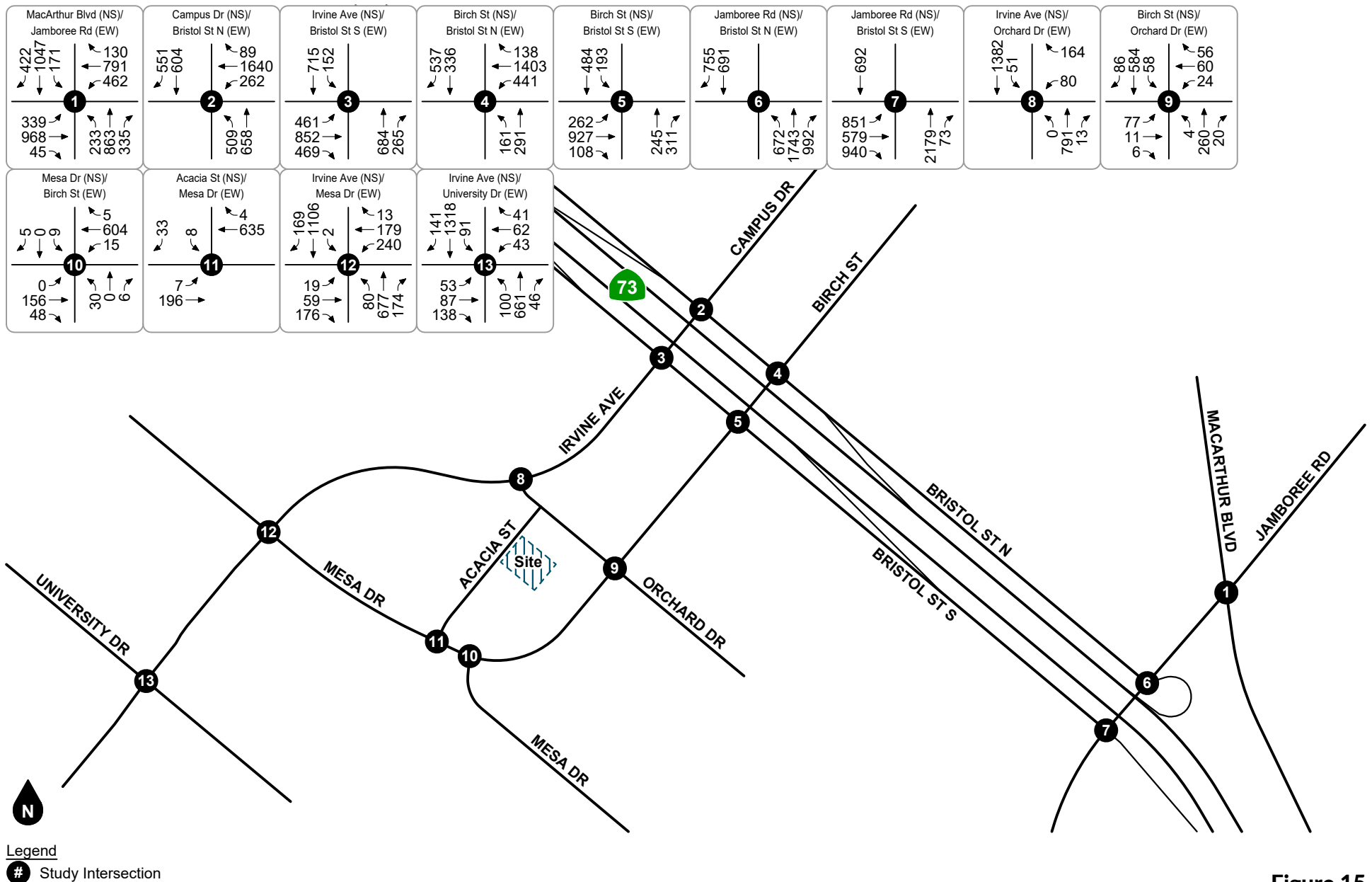


Figure 15
TPO Year 2027 Without Project
PM Peak Hour Intersection Turning Movement Volumes

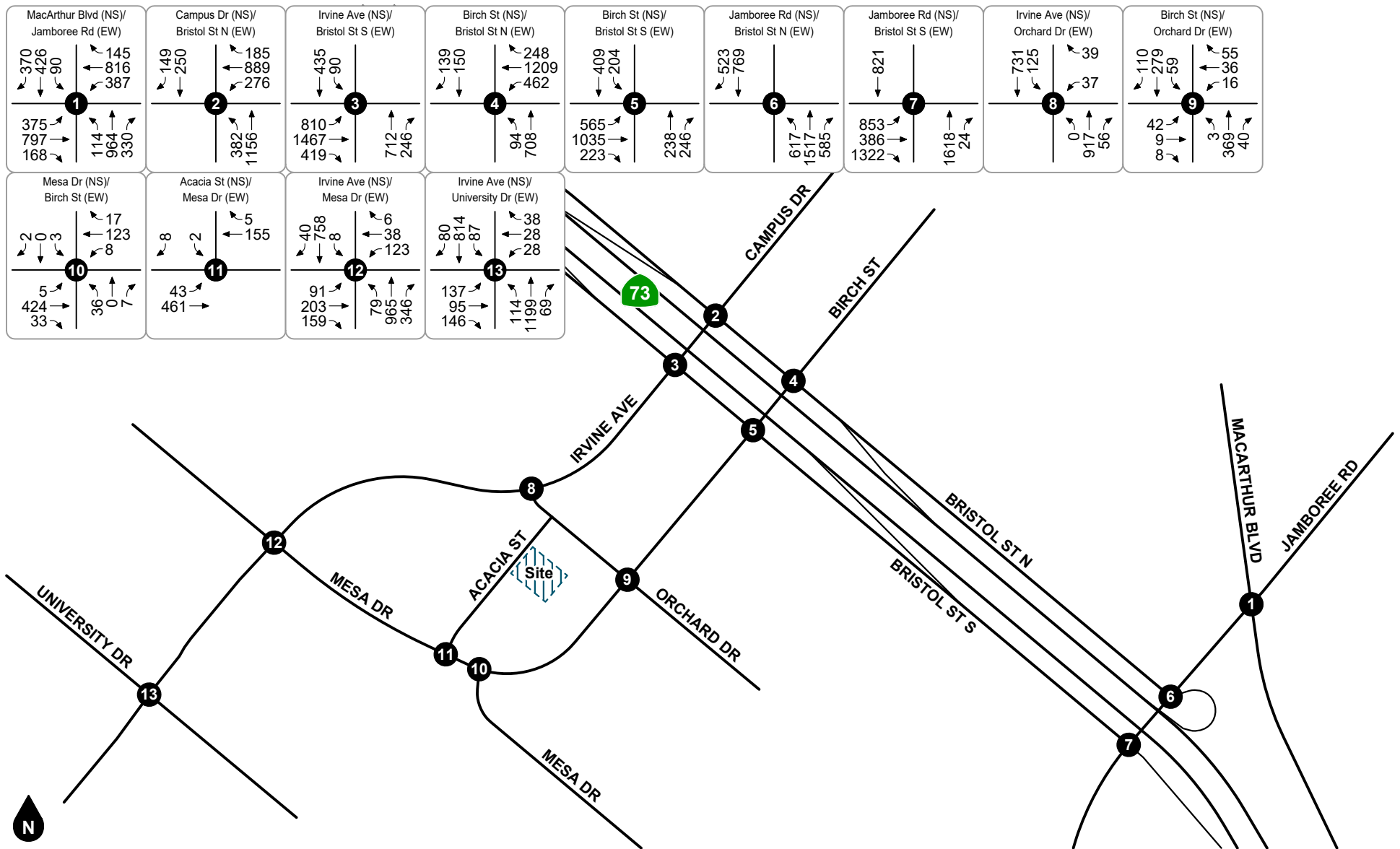
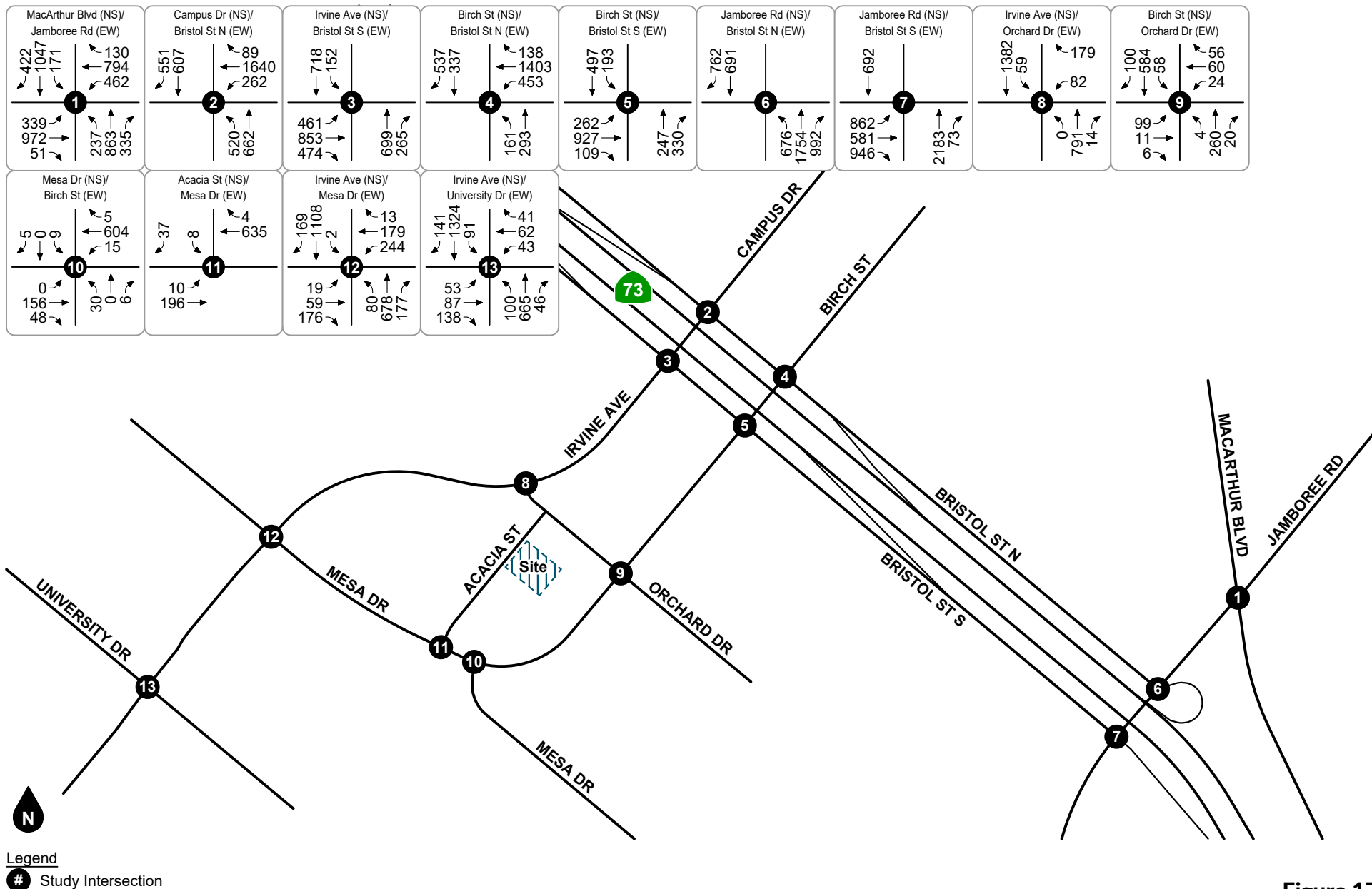


Figure 16
TPO Year 2027 With Project
AM Peak Hour Intersection Turning Movement Volumes



6. TPO ANALYSIS

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? ¹			
			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 ¹	TPO Without Project				TPO With Project				V/C Increase		Significant Impact?
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				
			V/C ²	LOS ³	V/C ²	LOS ³	V/C ²	LOS ³	V/C ²	LOS ³	AM	PM	
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

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

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

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

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

File Name : h2402026
Site Code : 00000000
Start Date : 5/7/2024
Page No : 1

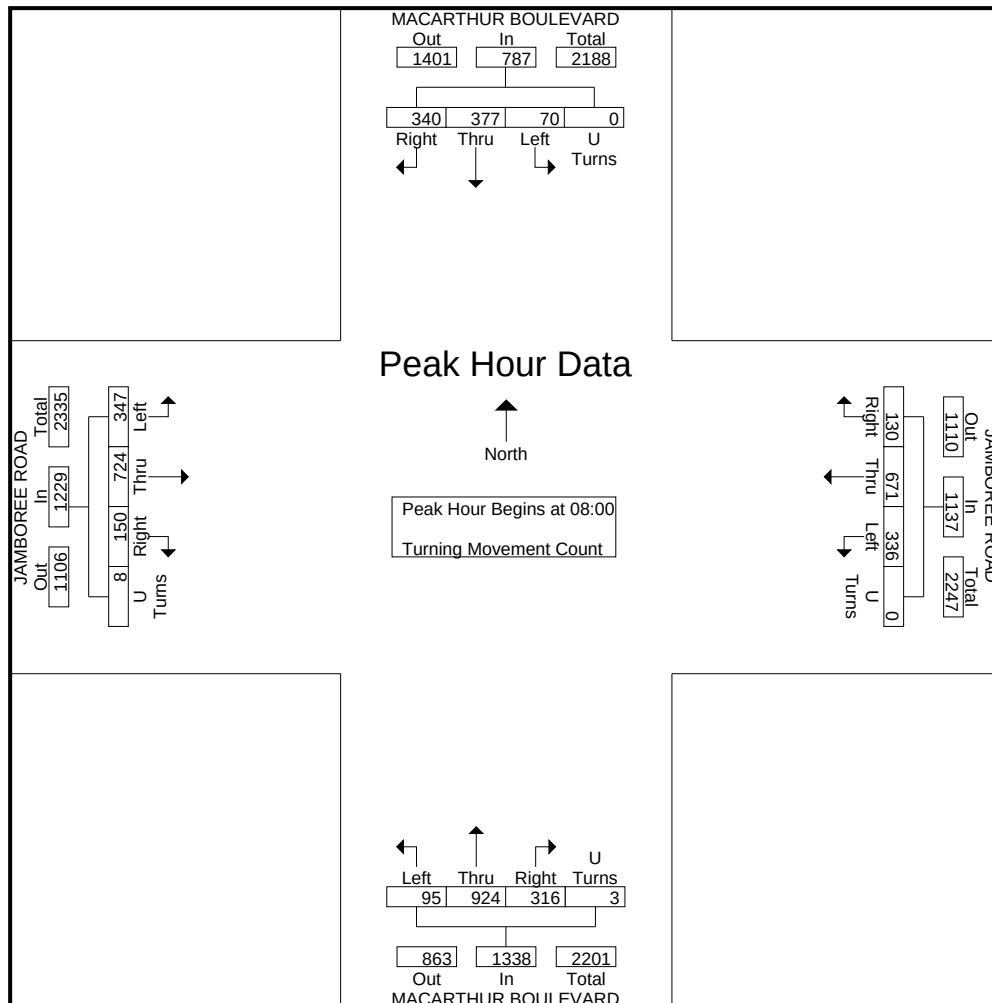
Groups Printed- Turning Movement Count

	MACARTHUR BOULEVARD Southbound				JAMBOREE ROAD Westbound				MACARTHUR BOULEVARD Northbound				JAMBOREE ROAD Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
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

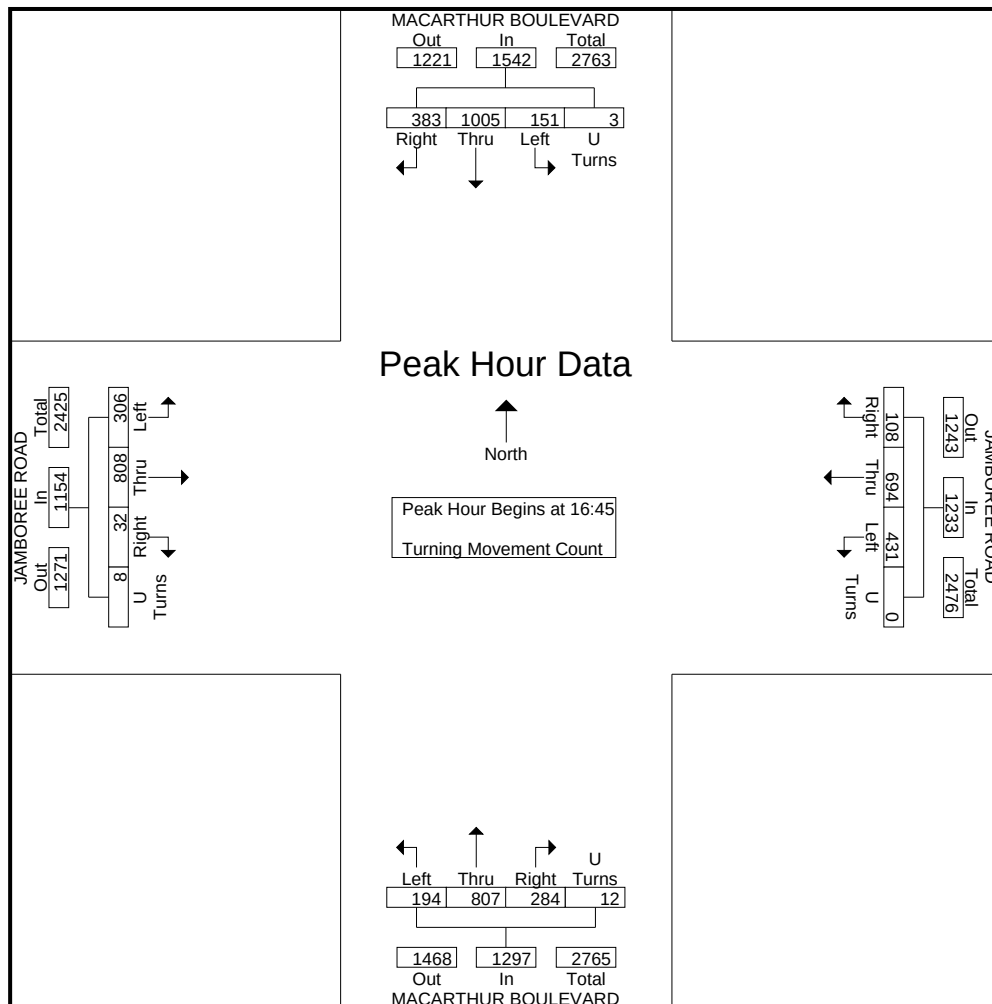
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Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	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

	MACARTHUR BOULEVARD Southbound					JAMBOREE ROAD Westbound					MACARTHUR BOULEVARD Northbound					JAMBOREE ROAD Eastbound					
Start Time	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	Int. 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

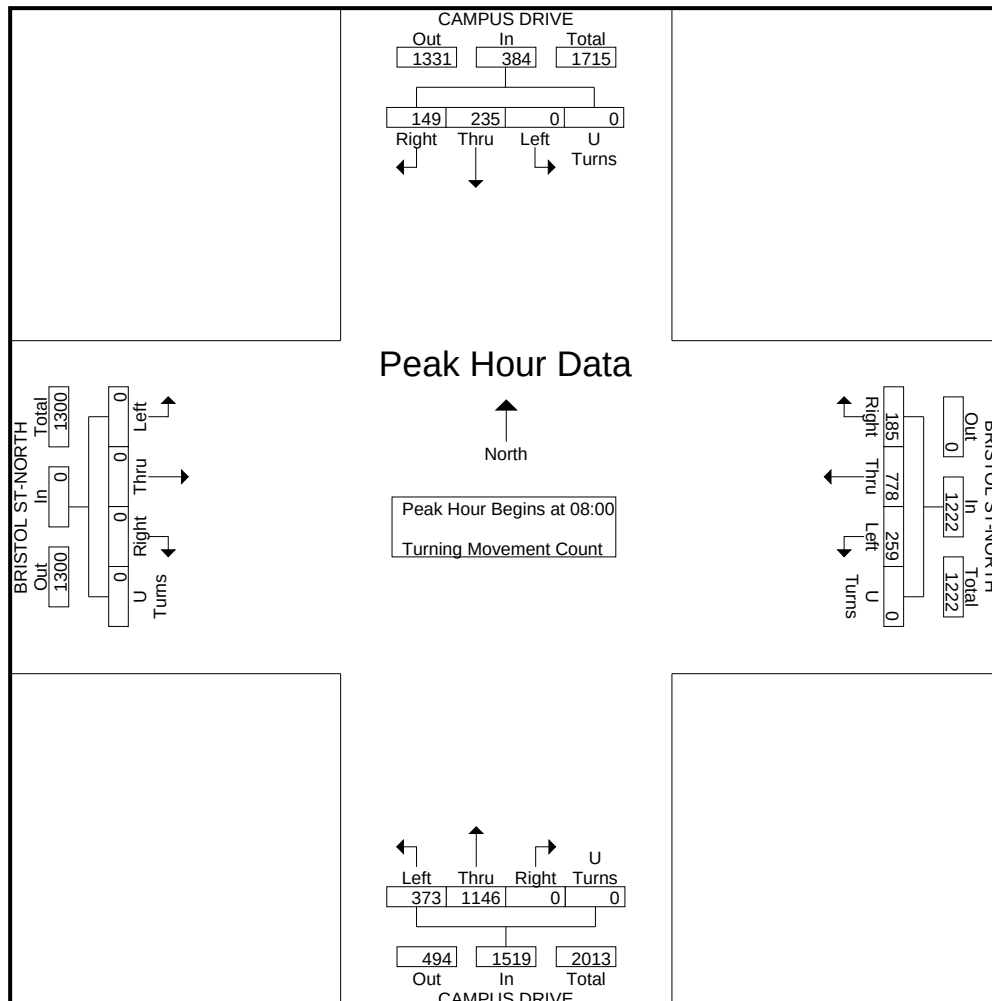
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07:00	17	46	0	0	23	74	23	0	0	103	57	0	0	0	0	0	343
07:15	19	48	0	0	13	119	30	0	0	124	76	0	0	0	0	0	429
07:30	24	51	0	0	28	186	40	0	0	220	115	0	0	0	0	0	664
07:45	23	69	0	0	29	191	56	0	0	269	124	0	0	0	0	0	761
Total	83	214	0	0	93	570	149	0	0	716	372	0	0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

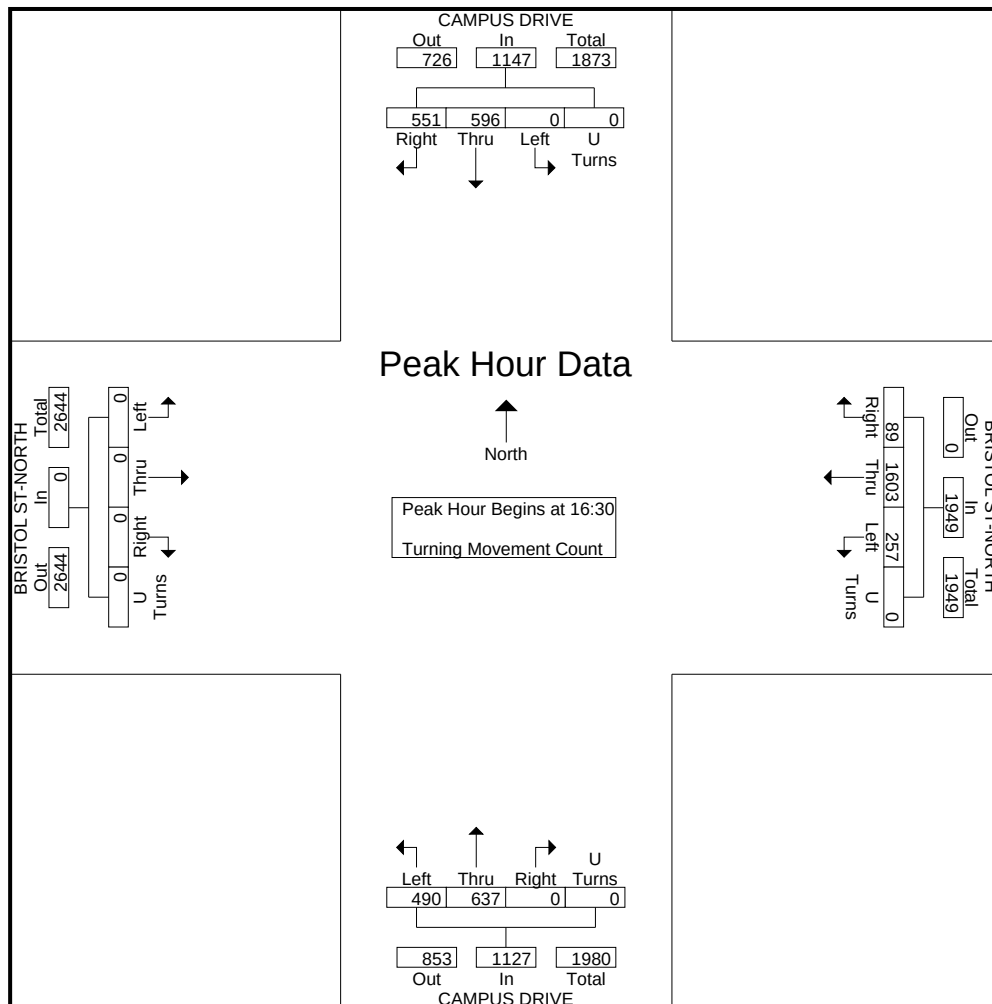
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Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	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

	CAMPUS DRIVE Southbound					BRISTOL ST-NORTH Westbound					CAMPUS DRIVE Northbound					BRISTOL ST-NORTH Eastbound					
Start Time	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	Int. 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		
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

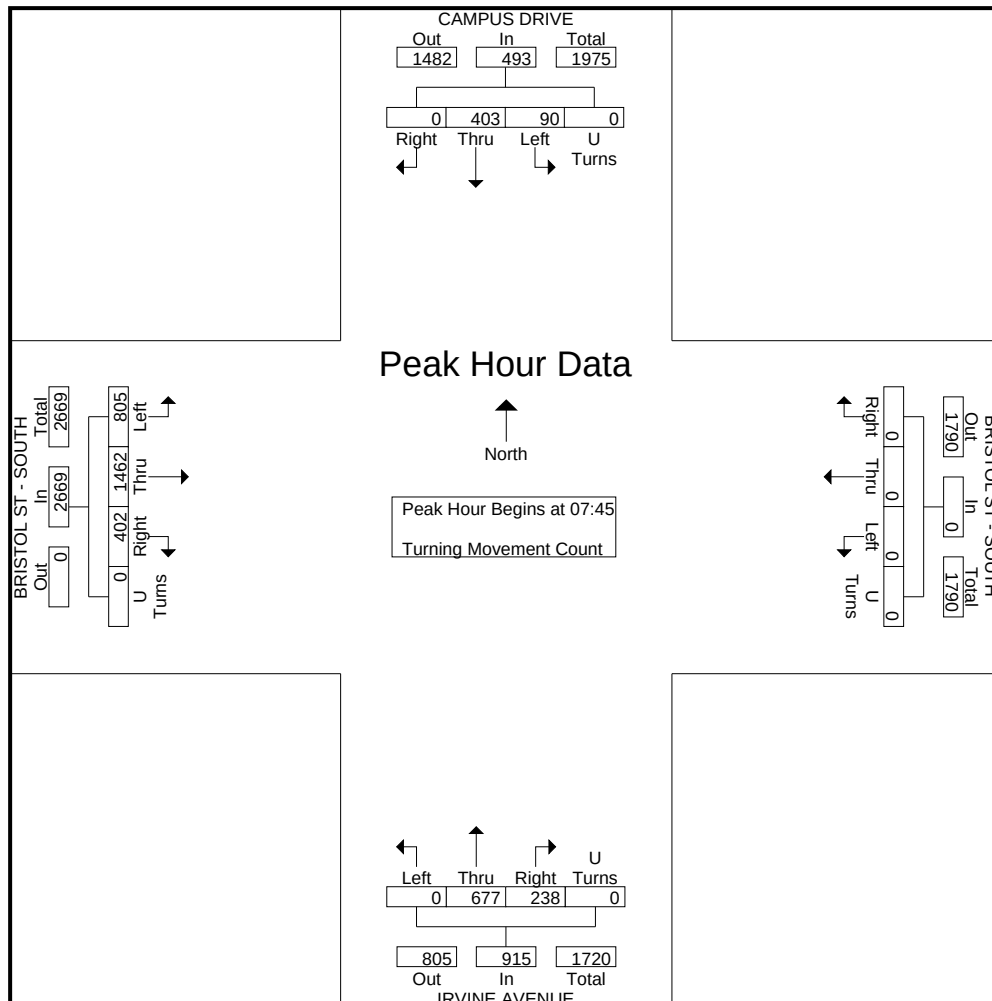
Groups Printed- Turning Movement Count

	CAMPUS DRIVE Southbound				BRISTOL ST - SOUTH Westbound				IRVINE AVENUE Northbound				BRISTOL ST - SOUTH Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
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

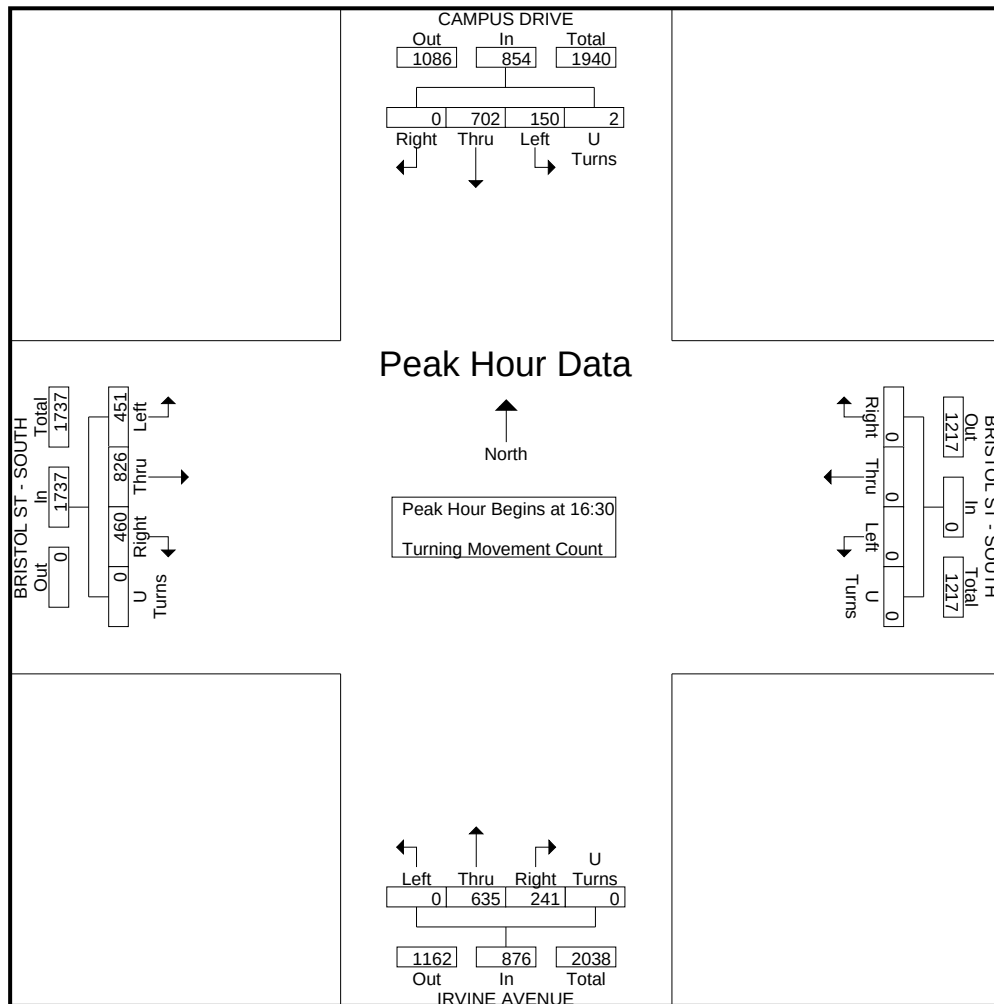
	CAMPUS DRIVE Southbound					BRISTOL ST - SOUTH Westbound					IRVINE AVENUE Northbound					BRISTOL ST - SOUTH Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	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
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	CAMPUS DRIVE Southbound					BRISTOL ST - SOUTH Westbound					IRVINE AVENUE Northbound					BRISTOL ST - SOUTH Eastbound					
Start Time	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	Int. 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		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
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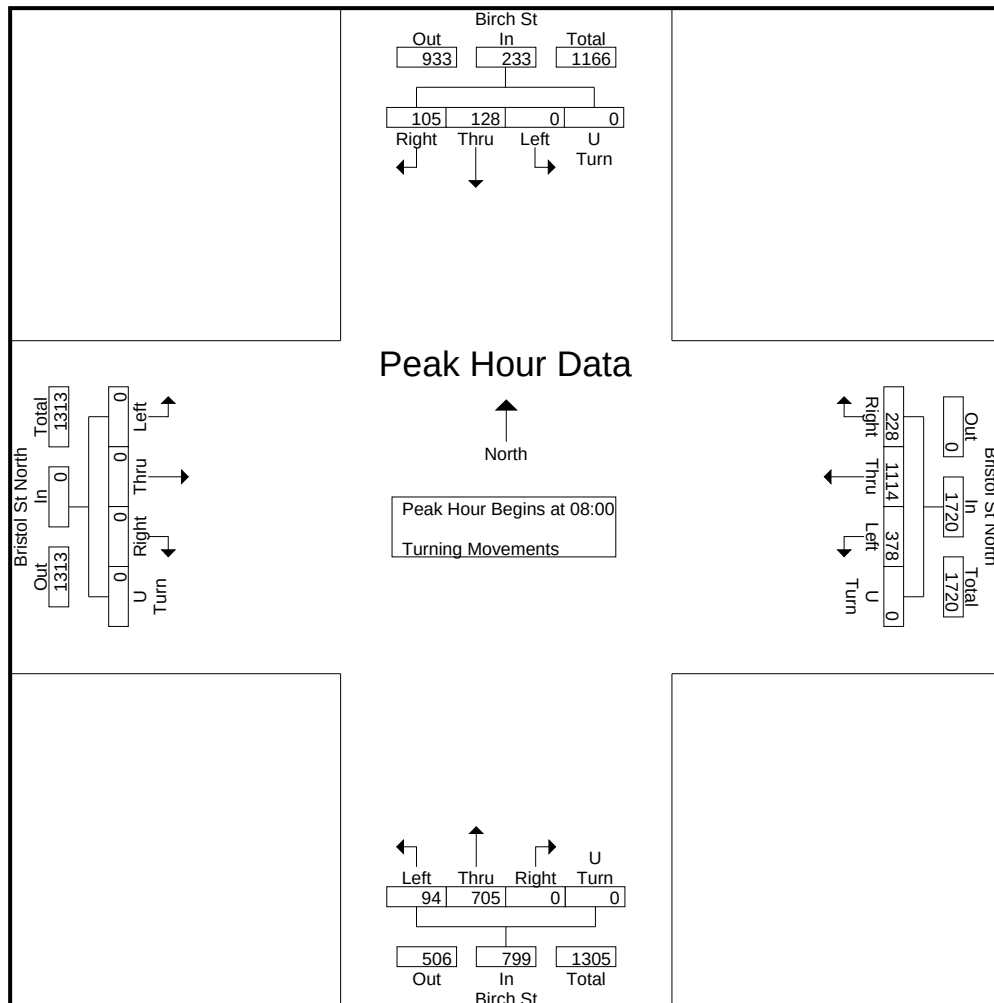
Groups Printed- Turning Movements

	Birch St Southbound				Bristol St North Westbound				Birch St Northbound				Bristol St North Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	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
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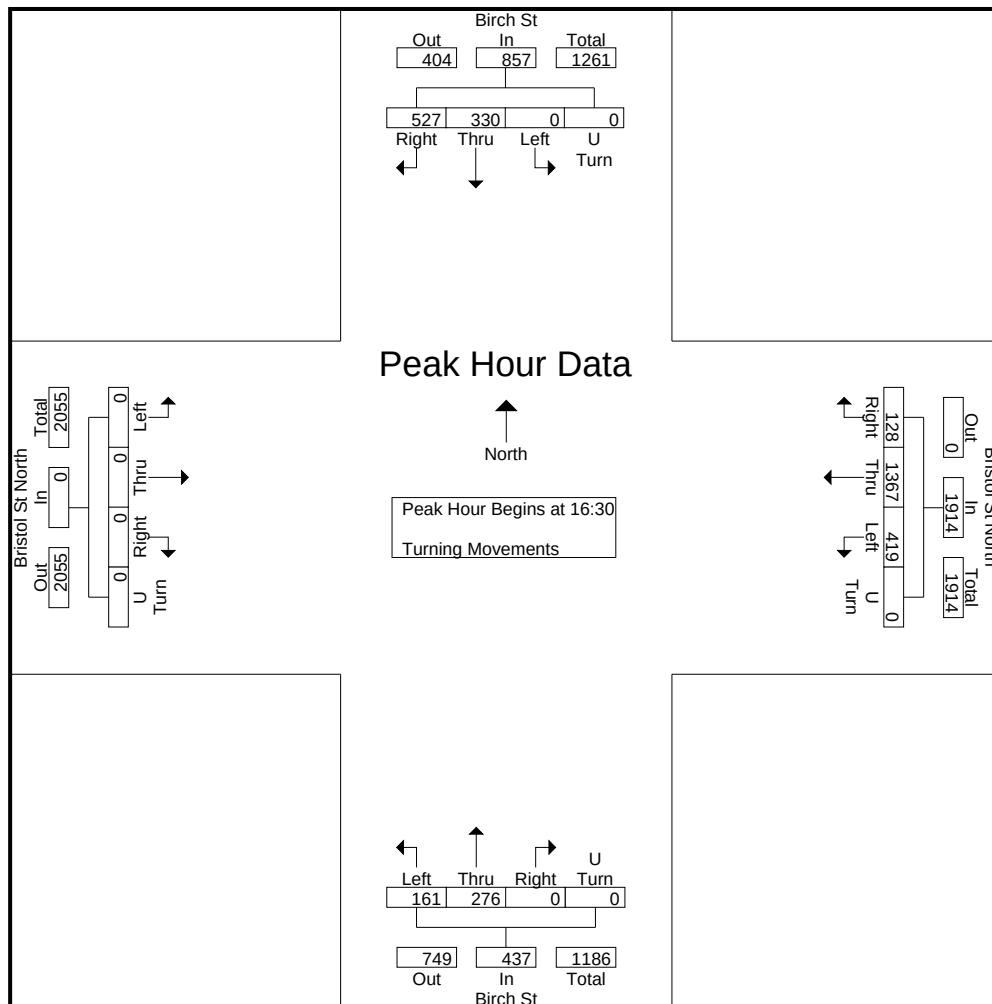
	Birch St Southbound					Bristol St North Westbound					Birch St Northbound					Bristol St North Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	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
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	Birch St Southbound					Bristol St North Westbound					Birch St Northbound					Bristol St North Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 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		
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

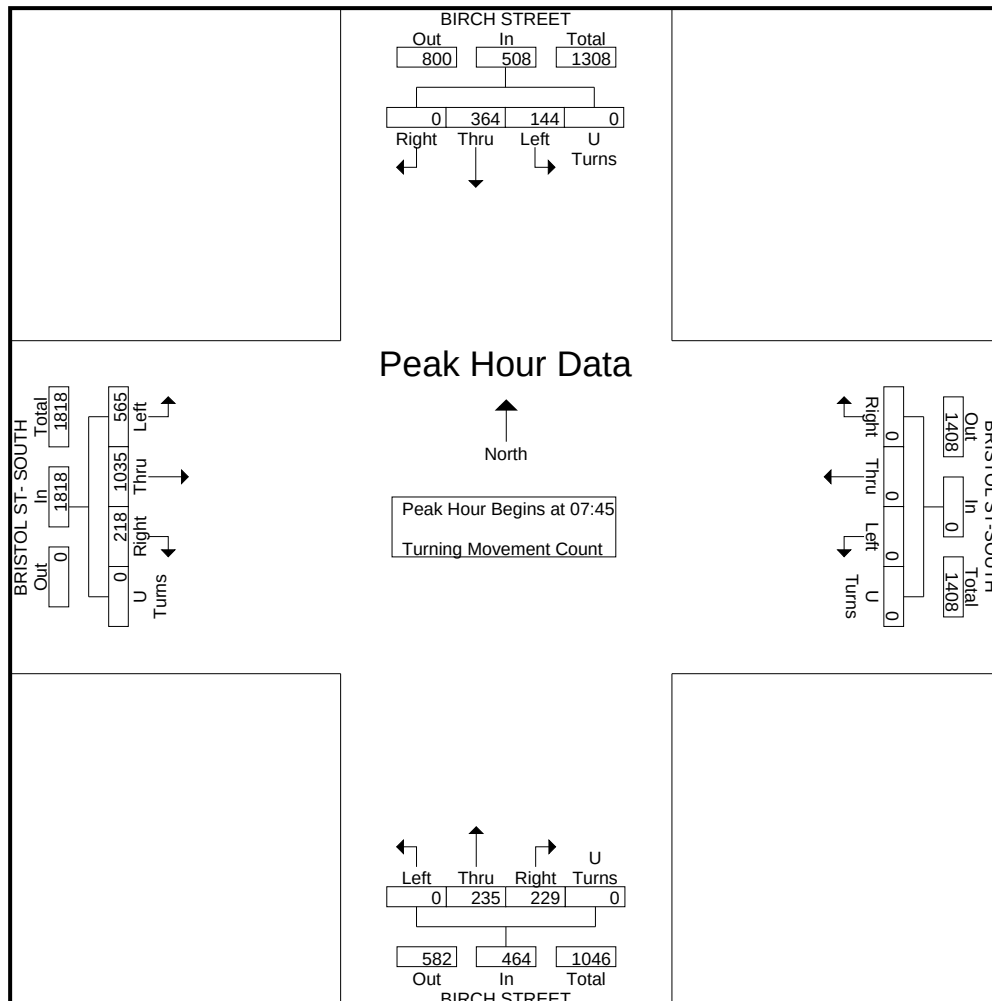
Groups Printed- Turning Movement Count

	BIRCH STREET Southbound				BRISTOL ST-SOUTH Westbound				BIRCH STREET Northbound				BRISTOL ST- SOUTH Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
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

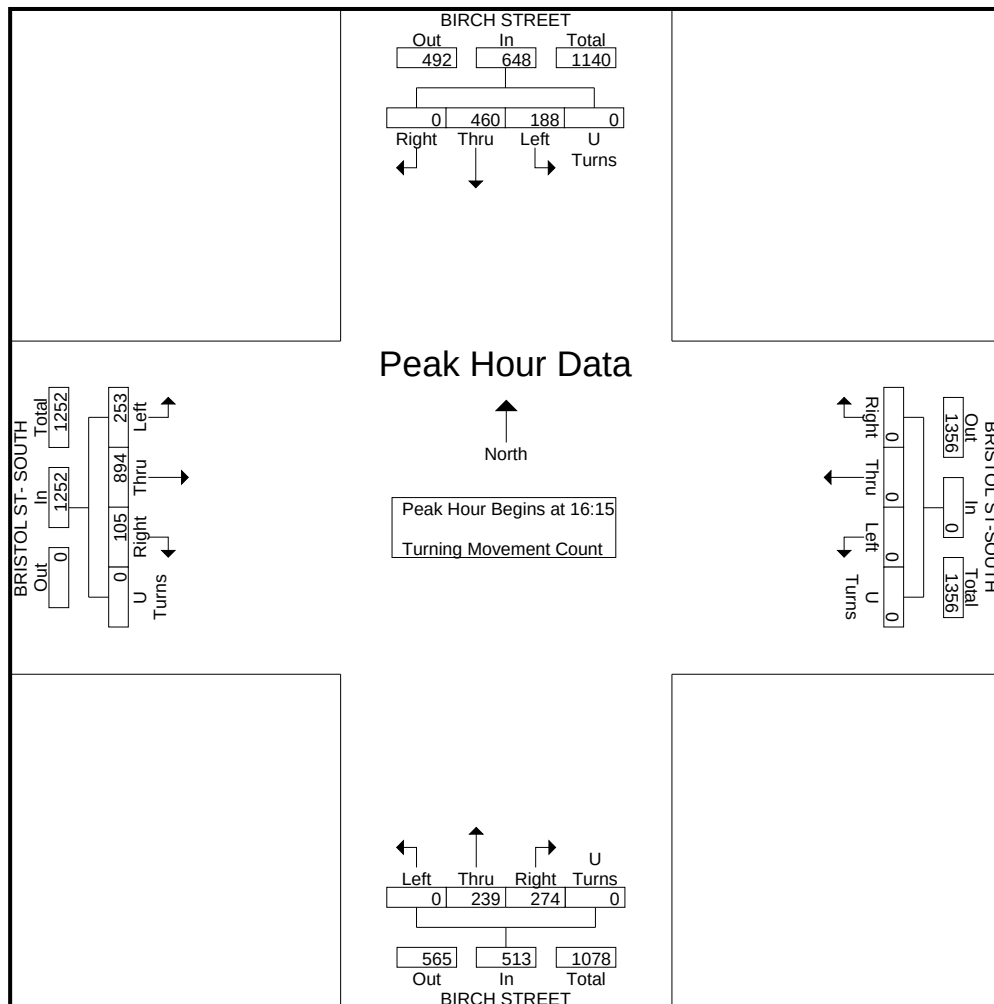
	BIRCH STREET Southbound					BRISTOL ST-SOUTH Westbound					BIRCH STREET Northbound					BRISTOL ST- SOUTH Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	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
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	BIRCH STREET Southbound					BRISTOL ST-SOUTH Westbound					BIRCH STREET Northbound					BRISTOL ST- SOUTH Eastbound					
Start Time	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	Int. 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

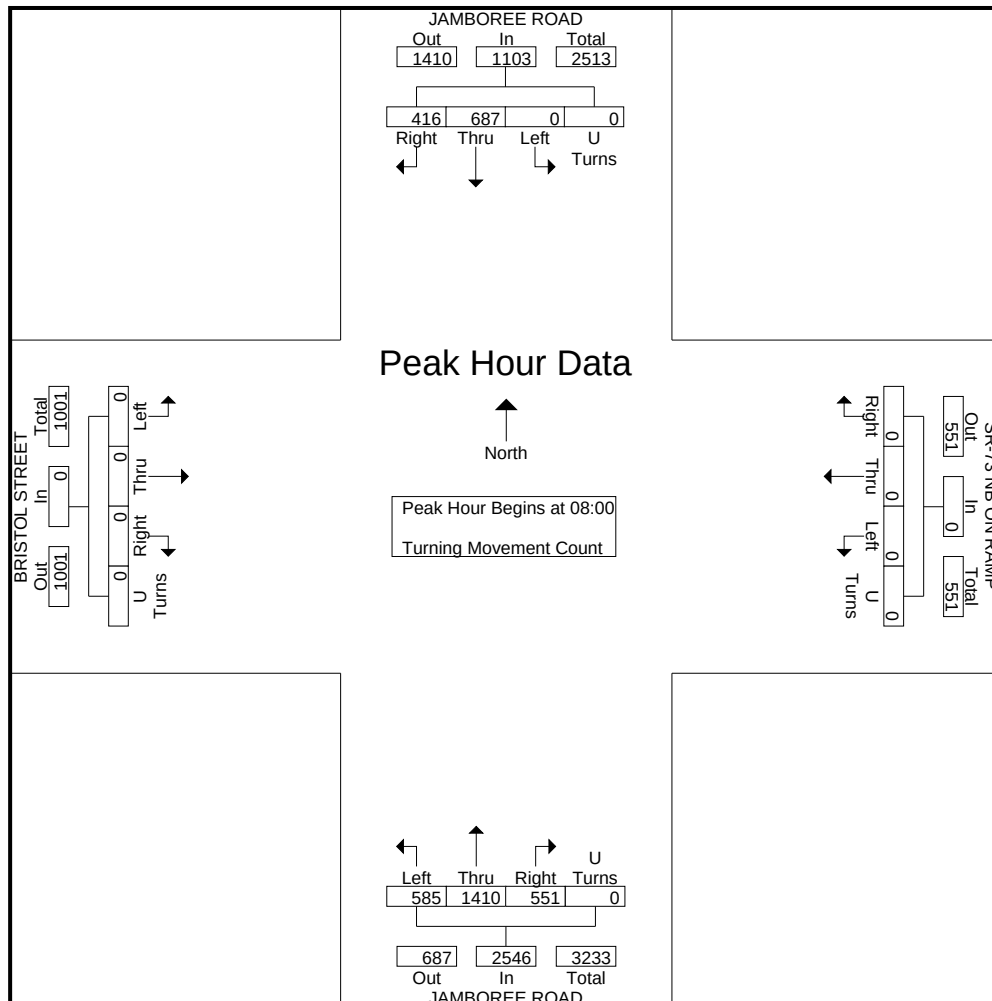
Groups Printed- Turning Movement Count

	JAMBOREE ROAD Southbound				SR-73 NB ON RAMP Westbound				JAMBOREE ROAD Northbound				BRISTOL STREET Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
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

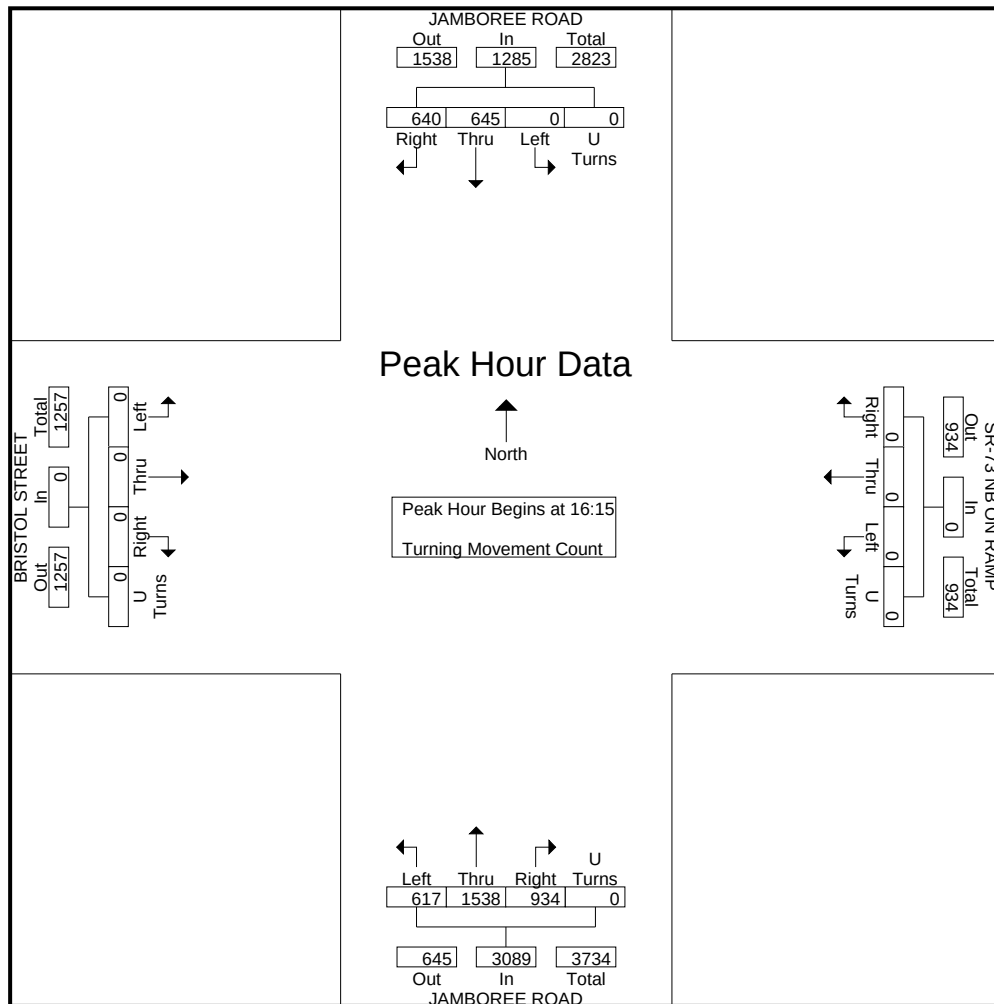
	JAMBOREE ROAD Southbound					SR-73 NB ON RAMP Westbound					JAMBOREE ROAD Northbound					BRISTOL STREET Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	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		21.6	55.4	23	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

	JAMBOREE ROAD Southbound					SR-73 NB ON RAMP Westbound					JAMBOREE ROAD Northbound					BRISTOL STREET Eastbound					
Start Time	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	Int. 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

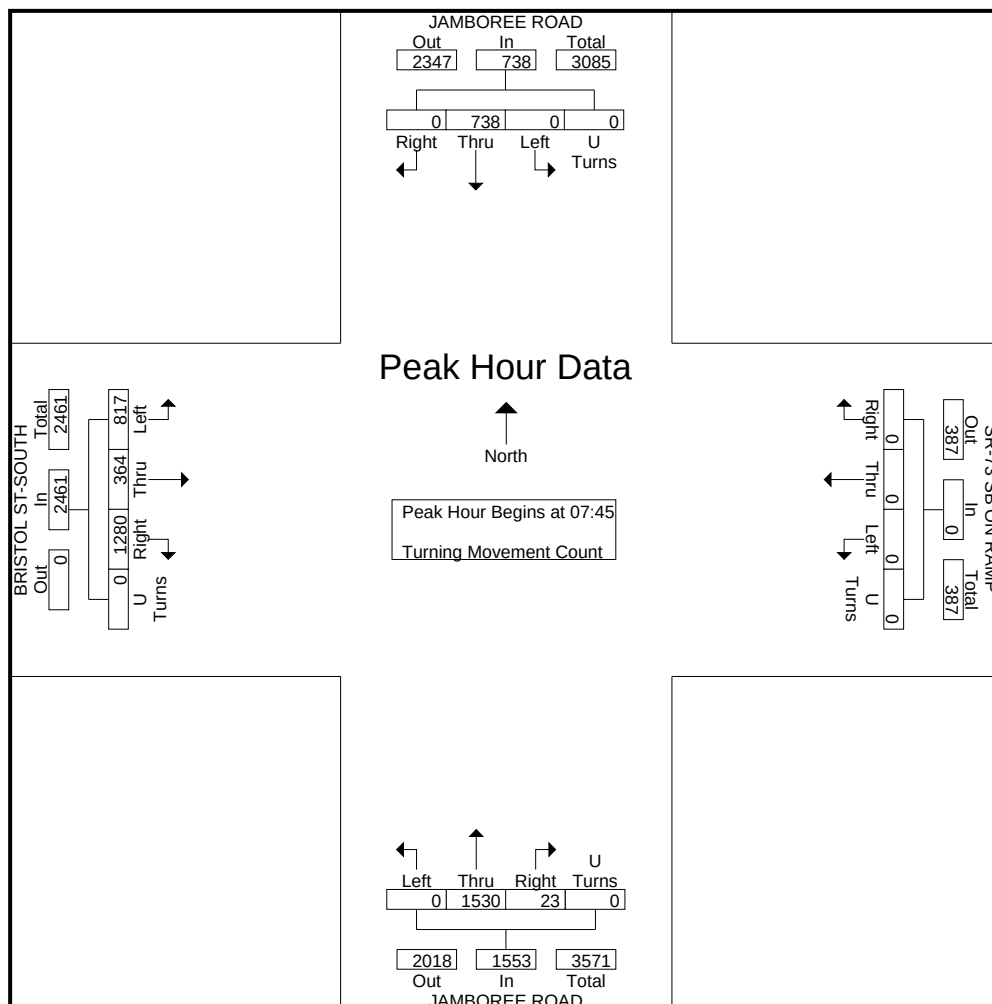
Groups Printed- Turning Movement Count

	JAMBOREE ROAD Southbound				SR-73 SB ON RAMP Westbound				JAMBOREE ROAD Northbound				BRISTOL ST-SOUTH Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
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

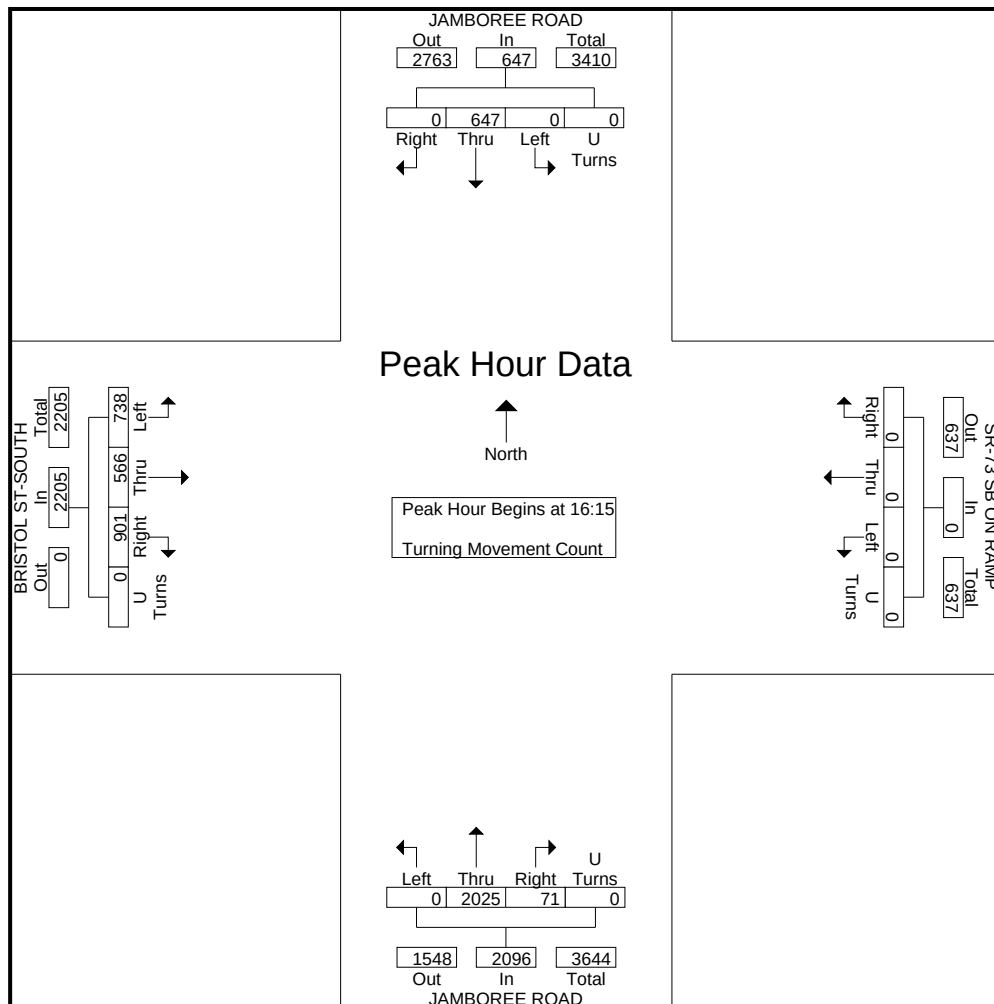
	JAMBOREE ROAD Southbound					SR-73 SB ON RAMP Westbound					JAMBOREE ROAD Northbound					BRISTOL ST-SOUTH Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis 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

	JAMBOREE ROAD Southbound					SR-73 SB ON RAMP Westbound					JAMBOREE ROAD Northbound					BRISTOL ST-SOUTH Eastbound					
Start Time	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	Int. 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



T01252

Newport Beach PRO15

PROJECT #: SC4778
LOCATION #: 10
CONTROL: SIGNAL

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

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

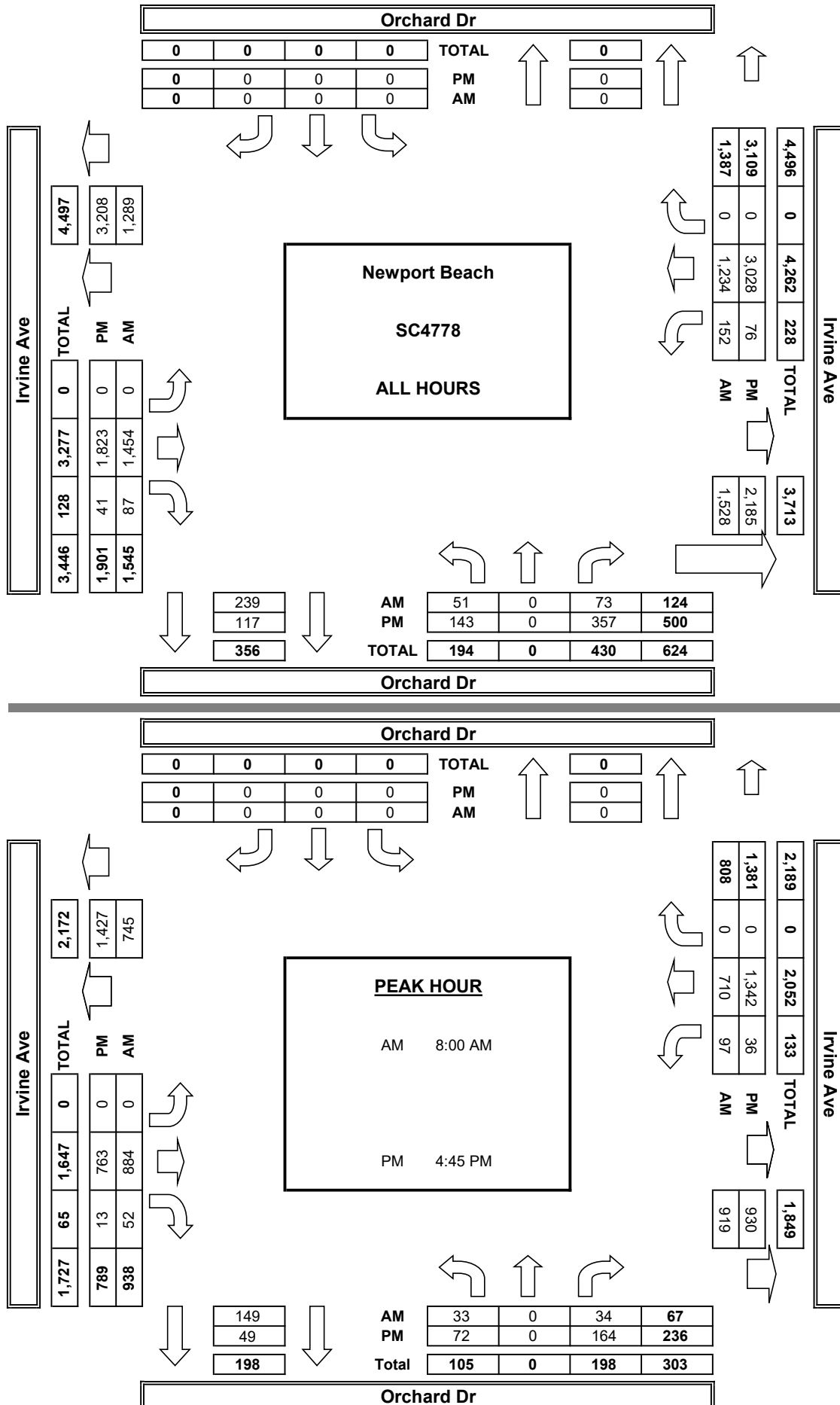
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0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	1	2
0	0	0	0	0
0	0	1	0	1
0	0	4	1	5

0	0	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

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



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: EAST & WEST:	Newport Beach Orchard Dr SW Birch St	PROJECT #: LOCATION #: CONTROL:	SC4778 11 SIGNAL
NOTES:			AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼

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

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

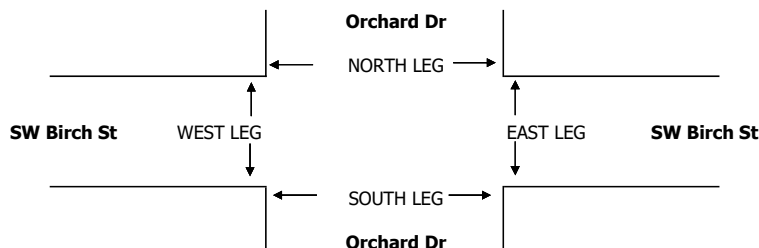
AM	7:00 AM	0	9	8	2	2	1	0	38	4	4	35	3	106
	7:15 AM	3	6	7	4	1	0	2	48	3	4	29	8	115
	7:30 AM	1	2	7	4	1	1	1	60	3	6	45	14	145
	7:45 AM	1	8	13	3	4	2	2	77	4	10	67	16	207
	8:00 AM	3	10	13	1	2	1	0	81	3	12	66	16	208
	8:15 AM	3	7	8	7	0	3	1	91	10	22	85	19	256
	8:30 AM	4	5	21	10	1	1	0	101	14	10	53	12	232
	8:45 AM	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
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
PM	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
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0	0	0	0	0
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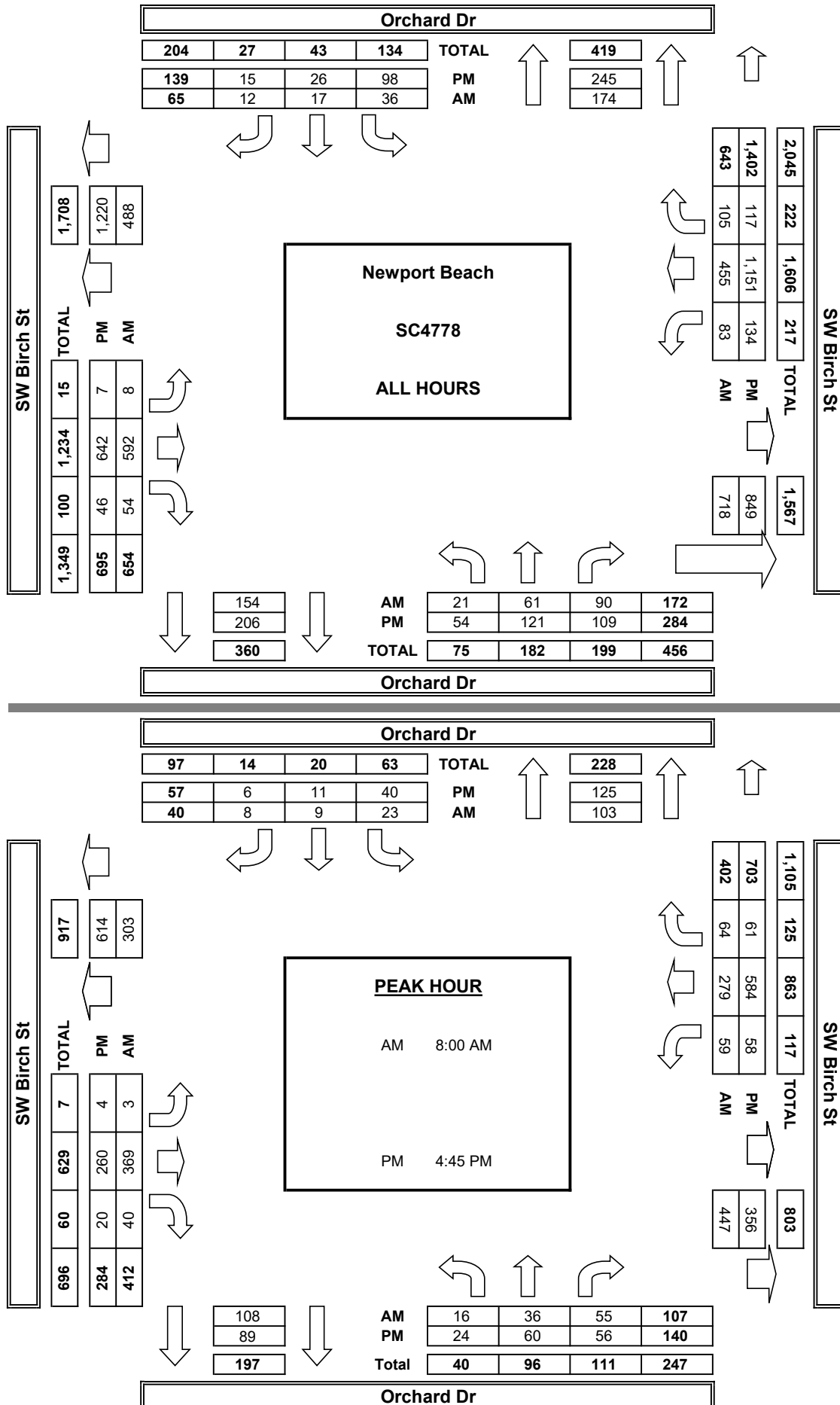
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0 0 0 0



AimTD LLC
TURNING MOVEMENT COUNTS



INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:
Wed, Jul 10, 24LOCATION:
NORTH & SOUTH: Newport Beach
EAST & WEST: Mesa Dr
SW Birch StPROJECT #: SC4778
LOCATION #: 12b
CONTROL: SIGNAL

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

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

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

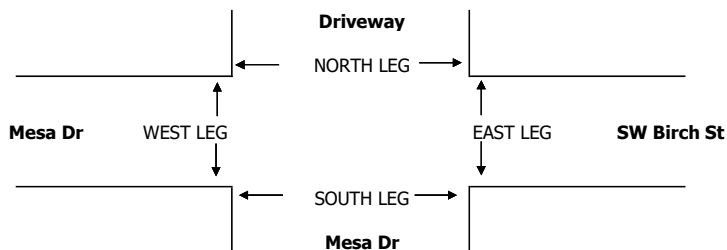
AM	7:00 AM	2	0	0	1	0	0	2	44	1	1	9	4	64
	7:15 AM	1	0	1	0	0	1	4	52	2	3	7	4	75
	7:30 AM	1	0	2	2	0	0	4	67	7	0	14	4	101
	7:45 AM	7	0	2	0	0	0	0	92	2	2	24	6	135
	8:00 AM	10	0	1	0	0	1	1	93	5	0	23	9	143
	8:15 AM	5	0	2	0	0	1	2	99	10	2	32	4	157
	8:30 AM	6	0	2	2	0	0	0	119	10	3	31	1	174
	8:45 AM	15	0	2	1	0	0	2	113	8	3	37	3	184
	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%	
PM	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
	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
PM	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
	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												
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
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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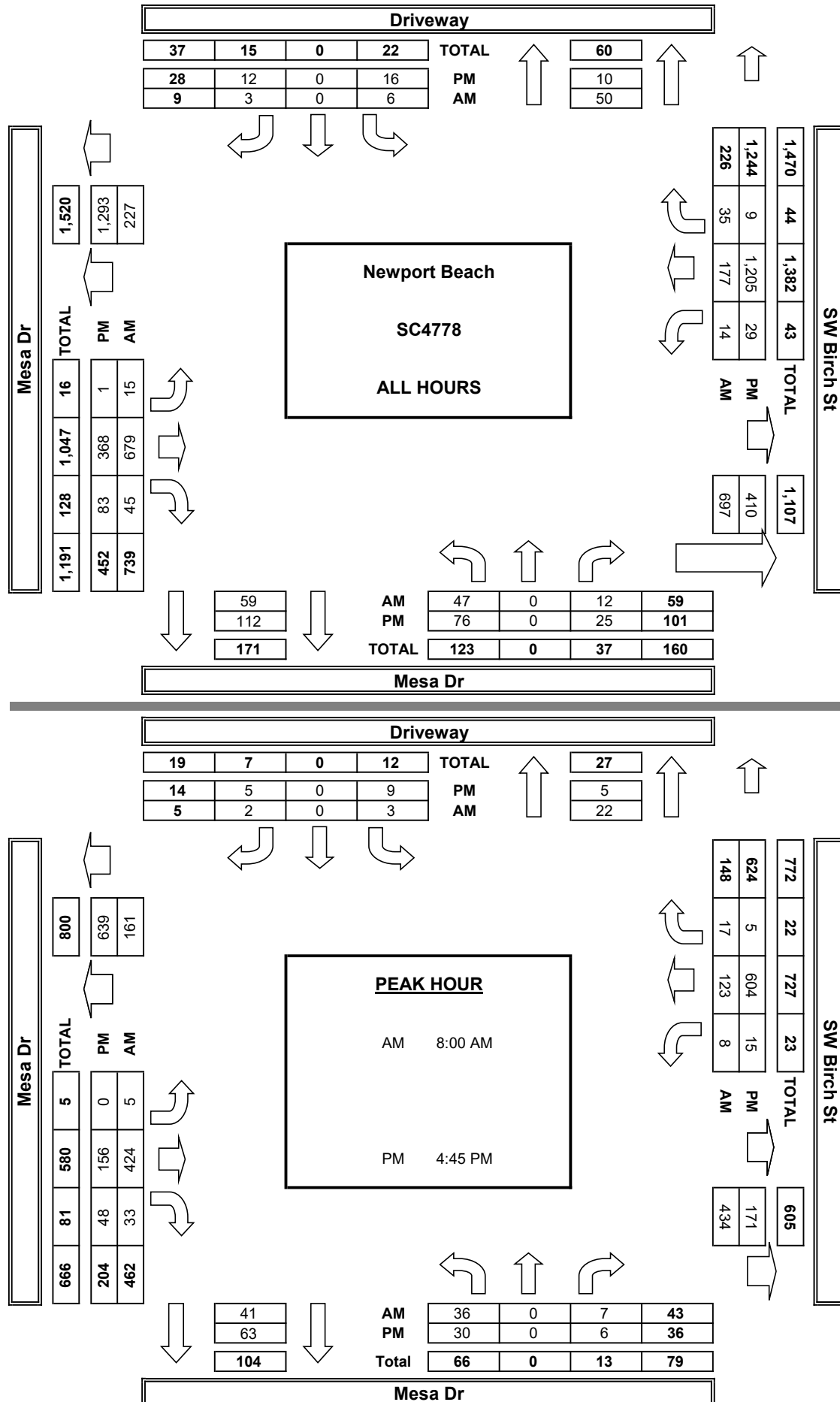
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0 0 0 0



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: EAST & WEST:	Newport Beach SW Acacia St Mesa Dr	PROJECT #: LOCATION #: CONTROL:	SC4778 12a SIGNAL
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NOTES:	AM PM MD OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND SW Acacia St			SOUTHBOUND SW Acacia St			EASTBOUND Mesa Dr			WESTBOUND Mesa Dr			TOTAL
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 2	WR 0	

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

7:00 AM	0	0	0	1	0	0	3	46	0	0	11	0	61
7:15 AM	0	0	0	1	0	0	1	57	0	0	8	1	68
7:30 AM	0	0	0	0	0	1	2	78	0	0	13	1	95
7:45 AM	0	0	0	0	0	1	2	95	0	0	28	3	129
8:00 AM	0	0	0	1	0	0	5	98	0	0	34	0	138
8:15 AM	0	0	0	0	0	3	9	111	0	0	36	2	161
8:30 AM	0	0	0	0	0	3	12	129	0	0	35	1	180
8:45 AM	0	0	0	1	0	0	11	123	0	0	50	2	187

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	0	0	0	4	0	8	45	737	0	0	215	10	1,019
APPROACH %	0%	0%	0%	33%	0%	67%	6%	94%	0%	0%	96%	4%	
APP/DEPART	0	/	55	12	/	0	782	/	741	225	/	223	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	0	0	0	2	0	6	37	461	0	0	155	5	666
APPROACH %	0%	0%	0%	25%	0%	75%	7%	93%	0%	0%	97%	3%	
PEAK HR FACTOR	0.000			0.667			0.883			0.769			0.890
APP/DEPART	0	/	42	8	/	0	498	/	463	160	/	161	0

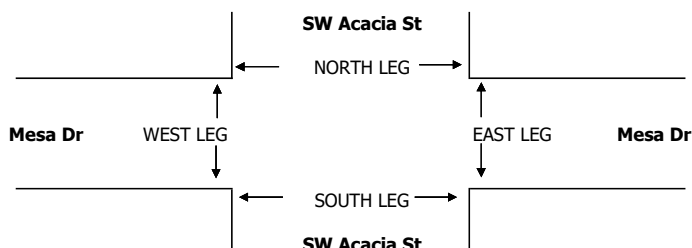
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4:00 PM	0	0	0	2	0	8	1	42	0	0	109	0	162
4:15 PM	0	0	0	1	0	9	0	53	0	0	116	2	181
4:30 PM	0	0	0	1	0	8	0	54	0	0	115	1	179
4:45 PM	0	0	0	2	0	5	2	59	0	0	131	0	199
5:00 PM	0	0	0	2	0	16	1	37	0	0	149	0	205
5:15 PM	0	0	0	3	0	6	0	58	0	0	184	2	253
5:30 PM	0	0	0	1	0	2	1	42	0	0	171	2	219
5:45 PM	0	0	0	1	0	7	3	39	0	0	136	1	187
6:00 PM	0	0	0	1	0	7	1	36	0	0	95	1	141
6:15 PM	0	0	0	1	0	4	0	20	0	0	75	1	101

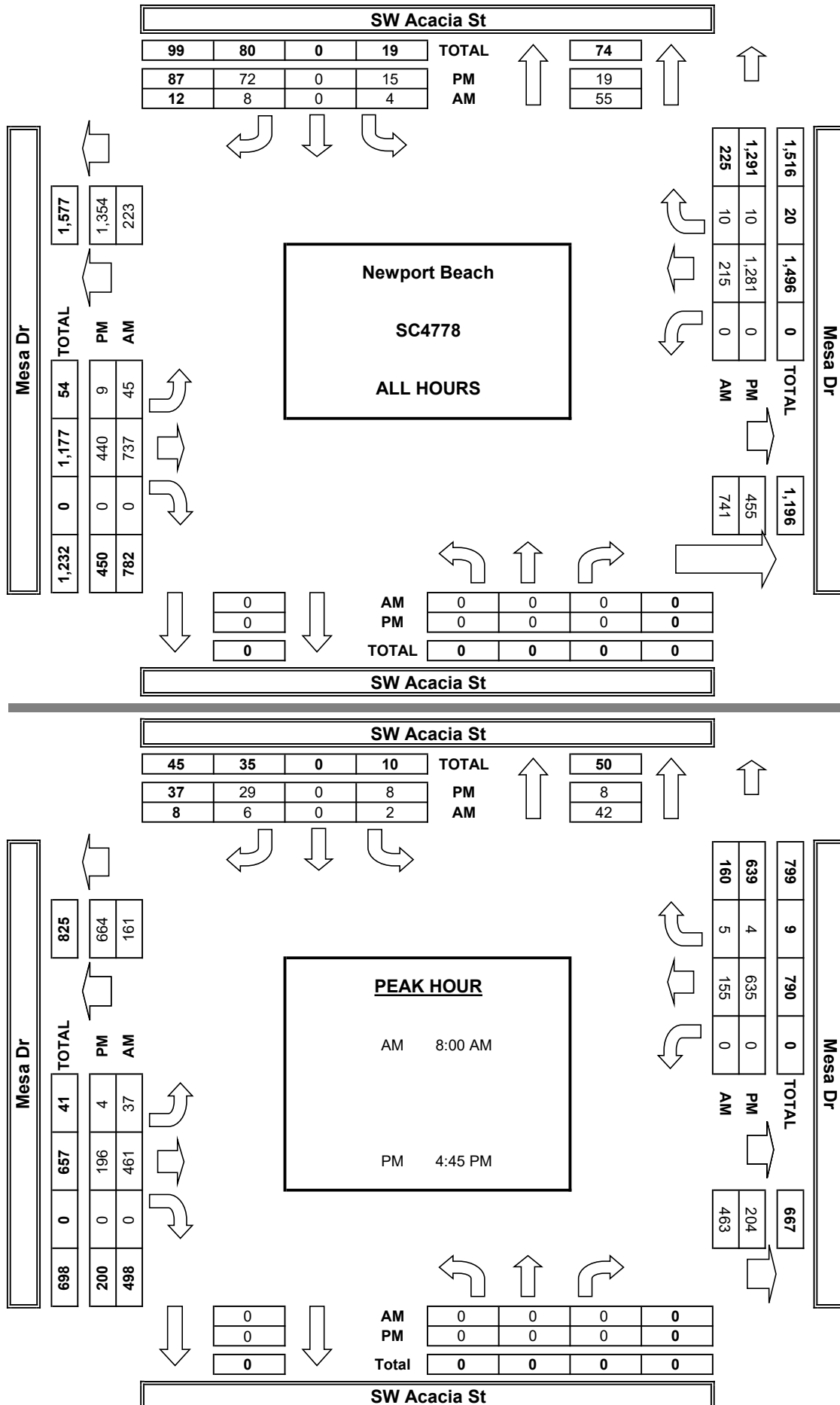
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0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1

VOLUMES	0	0	0	15	0	72	9	440	0	0	1,281	10	1,828
APPROACH %	0%	0%	0%	17%	0%	83%	2%	98%	0%	0%	99%	1%	
APP/DEPART	0	/	19	87	/	0	450	/	455	1,291	/	1,354	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	0	0	0	8	0	29	4	196	0	0	635	4	876
APPROACH %	0%	0%	0%	22%	0%	78%	2%	98%	0%	0%	99%	1%	
PEAK HR FACTOR	0.000			0.514			0.820			0.859			0.866
APP/DEPART	0	/	8	37	/	0	200	/	204	639	/	664	0

0	0	0	0	0
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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:
NORTH & SOUTH:
EAST & WEST:

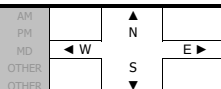
Newport Beach
Irvine Ave
Mesa Dr

PROJECT #:
LOCATION #:
CONTROL:

SC4289
4793
SIGNAL

NOTES:

Queue SB PM


☐ Add U-Turns to Left Turns

☐ Add Bike Left Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Irvine Ave			Irvine Ave			Mesa Dr			Mesa Dr			
LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 1.5	ER 0.5	WL 2	WT 1	WR 0	TOTAL
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
1	0	0	2	3

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
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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0	1	0	0	1
0	0	0	1	1

1 2 0 0

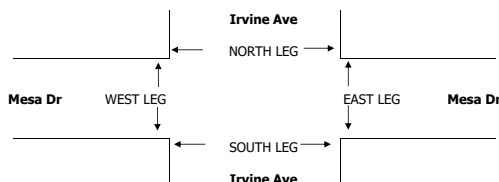
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0	2	0	0	2
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1	0	0	0	1
1	0	0	0	1
1	0	0	0	1
3	2	0	0	5

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
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0	0	0	0	0
0	0	0	0	0

0 0 0 0

0 0 0 0



AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
	TOTAL
	BEGIN PEAK HR
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
	TOTAL
	BEGIN PEAK HR
PM	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
	5:45 PM
	6:00 PM
	6:15 PM
	TOTAL
	BEGIN PEAK HR

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				

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	0	1	1
0	0	0	0	0
0	1	0	3	4
1	2	1	0	4
0	2	14	1	17
0	0	0	4	4
2	6	38	12	58
1	3	1	4	9
0	1	5	0	6
0	3	0	0	3
0	1	5	0	6
1	1	6	3	11
0	0	0	6	6
0	0	0	2	2
0	0	3	0	3
0	0	0	1	1
1	6	19	12	38
1	5	11	9	26

INTERSECTION TURNING MOVEMENT COUNTS

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

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

AM
PM
MD
OTHER

◀ W
 ▶ E

▲ N
 ▼ S

☐ Add U-Turns to Left Turns

☐ Add Bike Left Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2	1	1	2	1	1	1	1	1	1	0	
7:00 AM	12	83	4	18	109	9	9	10	10	2	7	4	277
7:15 AM	14	146	2	13	123	7	15	7	12	2	11	4	356
7:30 AM	20	245	4	14	185	8	19	12	29	3	10	5	554
7:45 AM	23	291	7	9	225	11	33	14	51	6	10	6	686
8:00 AM	24	273	10	15	224	14	26	20	51	7	3	13	680
8:15 AM	23	277	30	28	203	25	37	22	36	3	10	4	698
8:30 AM	31	315	15	12	165	17	41	20	24	6	4	11	661
8:45 AM	32	286	12	22	192	22	33	33	35	12	11	10	700
VOLUMES	179	1,916	84	131	1,426	113	213	138	248	41	66	57	4,621
APPROACH %	8%	88%	4%	8%	85%	7%	36%	23%	41%	25%	40%	35%	
APP/DEPART	2,180	/	2,194	1,678	/	1,716	599	/	353	164	/	358	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	110	1,151	67	77	784	78	137	95	146	28	28	38	2,747
APPROACH %	8%	87%	5%	8%	83%	8%	36%	25%	39%	30%	30%	40%	
PEAK HR FACTOR	0.920			0.910			0.936			0.712			0.977
APP/DEPART	1,329	/	1,333	946	/	959	378	/	239	94	/	216	0
11:00 AM	14	133	9	8	188	16	6	10	13	10	17	13	437
11:15 AM	10	114	11	16	171	7	7	10	13	11	7	9	386
11:30 AM	15	144	11	18	200	16	10	10	16	7	14	19	480
11:45 AM	13	158	7	7	230	28	10	11	19	6	19	16	524
12:00 PM	4	158	2	14	225	20	14	8	18	7	22	11	503
12:15 PM	27	149	5	14	235	23	9	9	16	17	16	19	539
12:30 PM	15	130	7	10	188	22	4	13	27	8	25	19	468
12:45 PM	15	171	8	6	198	21	16	10	21	10	19	17	512
VOLUMES	113	1,157	60	93	1,635	153	76	81	143	76	139	123	3,862
APPROACH %	8%	87%	5%	5%	86%	8%	25%	27%	48%	22%	41%	36%	
APP/DEPART	1,333	/	1,366	1,891	/	1,857	300	/	234	338	/	405	0
BEGIN PEAK HR	11:30 AM												
VOLUMES	59	609	25	53	890	87	43	38	69	37	71	65	2,055
APPROACH %	8%	88%	4%	5%	86%	8%	29%	25%	46%	21%	41%	38%	
PEAK HR FACTOR	0.956			0.945			0.938			0.832			0.948
APP/DEPART	696	/	723	1,036	/	999	150	/	116	173	/	217	0
4:30 PM	30	159	15	12	267	21	14	4	25	8	15	11	581
4:45 PM	25	156	8	14	365	34	13	11	32	10	9	6	683
5:00 PM	24	168	11	20	287	24	8	25	41	6	20	13	647
5:15 PM	23	158	17	18	343	44	14	28	35	11	13	9	713
5:30 PM	21	153	9	31	273	35	18	23	30	16	20	13	642
5:45 PM	19	160	9	28	309	33	10	20	32	18	12	8	658
6:00 PM	17	167	5	10	303	24	13	11	34	12	36	18	650
6:15 PM	17	157	8	11	295	27	12	13	37	13	41	18	649
VOLUMES	176	1,278	82	144	2,442	242	102	135	266	94	166	96	5,232
APPROACH %	11%	83%	5%	5%	86%	9%	20%	27%	53%	26%	47%	27%	
APP/DEPART	1,540	/	1,481	2,833	/	2,806	503	/	361	356	/	584	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	93	635	45	83	1,268	137	53	87	138	43	62	41	2,694
APPROACH %	12%	82%	6%	6%	85%	9%	19%	31%	50%	29%	42%	28%	
PEAK HR FACTOR	0.952			0.899			0.903			0.745			0.942
APP/DEPART	777	/	734	1,493	/	1,453	278	/	215	146	/	292	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	4	0	0	5
0	2	0	0	2
0	1	0	0	1
1	8	0	0	9

1 7 0 0

0	0	0	0	0
0	1	0	0	1
1	2	0	0	3
0	2	0	0	2
1	0	0	0	1
1	2	0	0	3
0	3	0	0	3
0	0	0	0	0
3	10	0	0	13

3 6 0 0

0	0	0	0	0
2	2	0	0	4
1	0	0	0	1
1	1	0	0	2
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
4	5	0	0	9

4 5 0 0

BIKE LEFT TURNS				
NL	SL	EL	WL	TTL
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

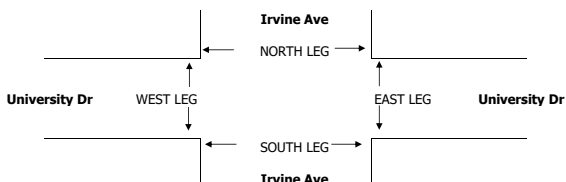
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0	0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

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	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



		ALL PED + BIKE & SCOOTER			
		N LEG	S LEG	E LEG	W LEG
AM	7:00 AM	2	7	1	2
	7:15 AM	2	12	0	1
	7:30 AM	8	11	2	1
	7:45 AM	10	13	4	4
	8:00 AM	9	10	8	1
	8:15 AM	3	16	3	2
	8:30 AM	4	5	8	2
	8:45 AM	10	12	3	6
	TOTAL	48	86	29	19
	BEGIN PEAK HR	8:00 AM			
	11:00 AM	3	3	2	1
	11:15 AM	2	6	6	0
	11:30 AM	3	4	2	1
	11:45 AM	2	3	1	2
	12:00 PM	3	5	0	4
	12:15 PM	6	3	0	1
	12:30 PM	2	4	2	3
	12:45 PM	1	9	3	2
	TOTAL	22	37	16	14
	BEGIN PEAK HR	11:30 AM			
	4:30 PM	5	10	3	4
	4:45 PM	6	7	2	0
	5:00 PM	10	14	2	1
	5:15 PM	10	14	2	1
	5:30 PM	16	15	4	0
	5:45 PM	11	18	6	0
	6:00 PM	7	17	3	4
	6:15 PM	7	16	3	7
	TOTAL	72	111	25	17
	BEGIN PEAK HR	4:45 PM			

		PEDESTRIAN CROSSINGS			
		N LEG	S LEG	E LEG	W LEG
AM	7:00 AM	1	5	0	2
	7:15 AM	2	12	0	1
	7:30 AM	6	10	1	0
	7:45 AM	8	8	4	2
	8:00 AM	7	8	3	0
	8:15 AM	2	12	0	1
	8:30 AM	4	4	1	2
	8:45 AM	7	10	1	5
	TOTAL	37	69	10	13
	BEGIN PEAK HR	8:00 AM			
	11:00 AM	3	3	2	1
	11:15 AM	0	4	1	0
	11:30 AM	2	2	0	1
	11:45 AM	0	2	0	0
	12:00 PM	2	3	0	1
	12:15 PM	4	2	0	1
	12:30 PM	1	4	2	3
	12:45 PM	1	9	0	2
	TOTAL	13	29	5	9
	BEGIN PEAK HR	11:30 AM			
	4:30 PM	1	5	2	2
	4:45 PM	3	3	1	0
	5:00 PM	5	8	0	0
	5:15 PM	4	9	0	0
	5:30 PM	10	10	3	0
	5:45 PM	5	13	6	0
	6:00 PM	4	15	0	4
	6:15 PM	4	14	0	7
	TOTAL	36	77	12	13
	BEGIN PEAK HR	4:45 PM			

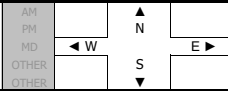
		BICYCLE & SCOOTER CROSSINGS
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INTERSECTION TURNING MOVEMENT COUNTS

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

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

NOTES:

☐ Add U-Turns to Left Turns☐ Add Bike Left Turns to Left Turns

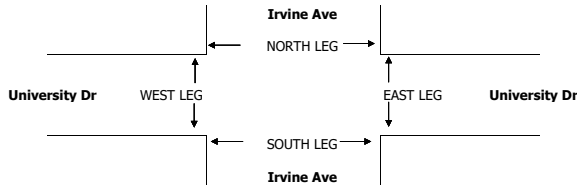
LANES:	NORTHBOUND Irvine Ave			SOUTHBOUND Irvine Ave			EASTBOUND University Dr			WESTBOUND University Dr			TOTAL
	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 0	
11:00 AM	19	125	9	19	195	9	12	14	23	11	22	17	475
11:15 AM	22	126	12	20	216	14	9	6	23	5	14	16	483
11:30 AM	17	166	12	12	218	25	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	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
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
103	157	91	29	380
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
61	103	46	20	230
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
0	3	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
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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	98	924	316	70	377	340	355	724	150	336	671	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	924	316	70	377	340	355	724	150	336	671	130
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	924	316	70	377	0	355	724	150	336	671	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	924	316	70	377	0	355	724	150	336	671	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	98	924	316	70	377	0	355	724	150	336	671	130
OvlAdjVol:	204											

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.31	0.69	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	5302	1098	4800	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.19	0.20	0.02	0.08	0.00	0.11	0.14	0.14	0.07	0.14	0.08
OvlAdjV/S:	0.13											
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 #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

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	3	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	373	1146	0	0	235	149	0	0	0	259	778	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	1146	0	0	235	149	0	0	0	259	778	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
Final Volume:	373	1146	0	0	235	149	0	0	0	259	778	185

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	3.23	0.77
Final Sat.:	3200	4800	0	0	6400	4800	0	0	0	1600	5171	1229

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.24	0.00	0.00	0.04	0.03	0.00	0.00	0.00	0.16	0.15	0.15
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	0	1	0	3	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
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
Final Volume:	0	677	238	90	403	0	805	1462	402	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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:	North Bound			South Bound			East Bound			West Bound		
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

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:	North Bound			South Bound			East Bound			West Bound		
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	705	0	0	128	105	0	0	0	378	1114	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	705	0	0	128	105	0	0	0	378	1114	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	705	0	0	128	105	0	0	0	378	1114	228

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.01	3.48	0.51
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1621	5563	815

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.22	0.00	0.00	0.04	0.03	0.00	0.00	0.00	0.23	0.20	0.28
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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	235	229	144	364	0	565	1035	218	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	235	229	144	364	0	565	1035	218	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	235	229	144	364	0	565	1035	218	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	235	229	144	364	0	565	1035	218	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	235	229	144	364	0	565	1035	218	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.03	1.97	2.00	2.00	0.00	1.41	3.07	0.52	0.00	0.00	0.00
Final Sat.:	0	3241	3159	3200	3200	0	2260	4905	835	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.07	0.07	0.05	0.11	0.00	0.25	0.21	0.26	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 #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	3	1	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
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
Final Volume:	585	1410	0	0	687	416	0	0	0	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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:	North Bound			South Bound			East Bound			West Bound		
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	4	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
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
Final Volume:	0	1530	23	0	738	0	817	364	1280	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.19	0.00	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

Approach:	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	1	0	3	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	884	52	97	710	0	0	0	0	33	0	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	884	52	97	710	0	0	0	0	33	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	884	52	97	710	0	0	0	0	33	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	884	52	97	710	0	0	0	0	33	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
Final Volume:	0	884	52	97	710	0	0	0	0	33	0	34

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	788	0	812

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.18	0.03	0.06	0.15	0.00	0.00	0.00	0.00	0.02	0.00	0.04
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

Approach:	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	0	1	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	64	23	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	64	23	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
Final Volume:	3	369	40	59	279	64	23	9	8	16	36	55

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.63	0.37	1.00	0.53	0.47	1.00	0.40	0.60
Final Sat.:	1600	2887	313	1600	2603	597	1600	847	753	1600	633	967

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.13	0.13	0.04	0.11	0.11	0.01	0.01	0.01	0.01	0.06	0.06
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

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

Volume Module:

Base Vol:	36	0	7	3	0	2	5	424	33	8	123	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	0	7	3	0	2	5	424	33	8	123	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	0	7	3	0	2	5	424	33	8	123	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	7	3	0	2	5	424	33	8	123	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	0	7	3	0	2	5	424	33	8	123	17

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.84	0.00	0.16	0.60	0.00	0.40	1.00	1.86	0.14	1.00	1.76	0.24
Final Sat.:	1340	0	260	960	0	640	1600	2969	231	1600	2811	389

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.14	0.14	0.01	0.04	0.04
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 #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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	2	0	6	37	461	0	0	155	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	6	37	461	0	0	155	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	2	0	6	37	461	0	0	155	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	6	37	461	0	0	155	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	2	0	6	37	461	0	0	155	5

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.94	0.06
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3100	100

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.14	0.00	0.00	0.05	0.05
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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	77	927	329	8	713	39	91	203	159	120	38	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	927	329	8	713	39	91	203	159	120	38	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	927	329	8	713	39	91	203	159	120	38	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	927	329	8	713	39	91	203	159	120	38	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	927	329	8	713	39	91	203	159	120	38	6

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.12	0.88	2.00	0.86	0.14
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1794	1406	3200	1382	218

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.19	0.21	0.01	0.15	0.02	0.06	0.11	0.11	0.04	0.03	0.03
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 #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

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

Volume Module:

Base Vol:	111	1151	67	84	784	78	137	95	146	28	28	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1151	67	84	784	78	137	95	146	28	28	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1151	67	84	784	78	137	95	146	28	28	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1151	67	84	784	78	137	95	146	28	28	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	1151	67	84	784	78	137	95	146	28	28	38

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.42	0.58
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	679	921

Capacity Analysis Module:

Vol/Sat:	0.07	0.36	0.04	0.05	0.25	0.05	0.09	0.06	0.09	0.02	0.04	0.04
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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	206	807	284	154	1005	383	314	808	32	431	694	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	807	284	154	1005	383	314	808	32	431	694	108
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	807	284	154	1005	0	314	808	32	431	694	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	807	284	154	1005	0	314	808	32	431	694	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	807	284	154	1005	0	314	808	32	431	694	108
OvlAdjVol:	140											

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.85	0.15	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6156	244	4800	4800	1600

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.17	0.18	0.05	0.21	0.00	0.10	0.13	0.13	0.09	0.14	0.07
OvlAdjV/S:	0.09											
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 #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	3	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
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
Final Volume:	490	637	0	0	596	551	0	0	0	257	1603	89

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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:	North Bound			South Bound			East Bound			West Bound		
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

Approach:	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	0	1	0	3	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	635	241	152	702	0	451	826	460	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	635	241	152	702	0	451	826	460	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	635	241	152	702	0	451	826	460	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	635	241	152	702	0	451	826	460	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	635	241	152	702	0	451	826	460	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.41	2.59	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2260	4140	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.10	0.15	0.10	0.15	0.00	0.20	0.20	0.14	0.00	0.00	0.00
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

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:	North Bound			South Bound			East Bound			West Bound		
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
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	276	0	0	330	527	0	0	0	419	1367	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	276	0	0	330	527	0	0	0	419	1367	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	161	276	0	0	330	527	0	0	0	419	1367	128

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	3.74	0.26
Final Sat.:	3200	3200	0	0	2464	3936	0	0	0	1600	5989	411

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.09	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.26	0.23	0.31
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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	239	274	188	460	0	253	894	105	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	239	274	188	460	0	253	894	105	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	239	274	188	460	0	253	894	105	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	239	274	188	460	0	253	894	105	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	239	274	188	460	0	253	894	105	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.68	0.32	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5895	505	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.07	0.09	0.06	0.14	0.00	0.16	0.15	0.21	0.00	0.00	0.00
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

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	3	1	1	0	0	0

Volume Module:												
Base Vol:	617	1538	934	0	645	640	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:	617	1538	934	0	645	640	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:	617	1538	0	0	645	640	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	617	1538	0	0	645	640	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
Final Volume:	617	1538	0	0	645	640	0	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4800	3200	0	0	0	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.19	0.32	0.00	0.00	0.13	0.20	0.00	0.00	0.00	0.00	0.00	0.00
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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2025	71	0	647	0	738	566	901	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	2025	71	0	647	0	738	566	901	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	2025	71	0	647	0	738	566	901	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2025	71	0	647	0	738	566	901	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2025	71	0	647	0	738	566	901	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.83	0.17	0.00	4.00	0.00	1.70	1.30	2.00	0.00	0.00	0.00
Final Sat.:	0	7729	271	0	6400	0	2717	2083	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.26	0.26	0.00	0.10	0.00	0.27	0.27	0.28	0.00	0.00	0.00
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 #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

Approach:	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	1	0	3	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	763	13	36	1342	0	0	0	0	72	0	164
Growth Adj:	1.00	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	763	13	36	1342	0	0	0	0	72	0	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	763	13	36	1342	0	0	0	0	72	0	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	763	13	36	1342	0	0	0	0	72	0	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	763	13	36	1342	0	0	0	0	72	0	164

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	488	0	1112

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.16	0.01	0.02	0.28	0.00	0.00	0.00	0.00	0.05	0.00	0.15
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

Approach:	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	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	4	260	20	58	584	61	40	11	6	24	60	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	260	20	58	584	61	40	11	6	24	60	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	260	20	58	584	61	40	11	6	24	60	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	260	20	58	584	61	40	11	6	24	60	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	260	20	58	584	61	40	11	6	24	60	56

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	1.86	0.14	1.00	1.81	0.19	1.00	0.65	0.35	1.00	0.52	0.48
Final Sat.:	1600	2971	229	1600	2897	303	1600	1035	565	1600	828	772

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.09	0.09	0.04	0.20	0.20	0.03	0.01	0.01	0.02	0.07	0.07
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

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

Volume Module:

Base Vol:	30	0	6	9	0	5	0	156	48	15	604	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	6	9	0	5	0	156	48	15	604	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	6	9	0	5	0	156	48	15	604	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	6	9	0	5	0	156	48	15	604	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	0	6	9	0	5	0	156	48	15	604	5

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.83	0.00	0.17	0.64	0.00	0.36	1.00	1.53	0.47	1.00	1.98	0.02
Final Sat.:	1333	0	267	1029	0	571	1600	2447	753	1600	3174	26

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.02	0.01	0.00	0.01	0.00	0.06	0.06	0.01	0.19	0.19
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 #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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	8	0	29	4	196	0	0	635	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	8	0	29	4	196	0	0	635	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	8	0	29	4	196	0	0	635	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	8	0	29	4	196	0	0	635	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	8	0	29	4	196	0	0	635	4

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.99	0.01
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3180	20

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.00	0.06	0.00	0.00	0.20	0.20
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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	78	635	165	2	1058	164	19	59	176	235	179	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	635	165	2	1058	164	19	59	176	235	179	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	635	165	2	1058	164	19	59	176	235	179	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	635	165	2	1058	164	19	59	176	235	179	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	78	635	165	2	1058	164	19	59	176	235	179	13

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.93	0.07
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1492	108

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.13	0.10	0.00	0.22	0.10	0.01	0.04	0.11	0.07	0.12	0.12
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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	97	635	45	88	1268	137	53	87	138	43	62	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	635	45	88	1268	137	53	87	138	43	62	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	635	45	88	1268	137	53	87	138	43	62	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	635	45	88	1268	137	53	87	138	43	62	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	635	45	88	1268	137	53	87	138	43	62	41

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.60	0.40
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	963	637

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.20	0.03	0.06	0.40	0.09	0.03	0.05	0.09	0.03	0.06	0.06
Crit Moves:	****			****			****			****		

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

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

Volume Module:

Base Vol:	98	924	316	70	377	340	355	724	150	336	671	130
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	101	952	325	72	388	350	366	746	155	346	691	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	8	12	5	18	38	20	9	50	11	41	122	11
Initial Fut:	109	964	330	90	426	370	375	796	166	387	813	145
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	964	330	90	426	0	375	796	166	387	813	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	964	330	90	426	0	375	796	166	387	813	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	964	330	90	426	0	375	796	166	387	813	145
OvlAdjVol:	201											

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.31	0.69	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	5298	1102	4800	4800	1600

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Capacity Analysis Module:

Vol/Sat:	0.03	0.20	0.21	0.03	0.09	0.00	0.12	0.15	0.15	0.08	0.17	0.09
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OvlAdjV/S: 0.13

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

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	3	0	0	1	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
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:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	6	9	0	0	12	0	0	0	0	17	111	0
Initial Fut:	379	1155	0	0	247	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:	379	1155	0	0	247	149	0	0	0	276	889	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	1155	0	0	247	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:	379	1155	0	0	247	149	0	0	0	276	889	185

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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:	North Bound			South Bound			East Bound			West Bound		
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 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

Approach:	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	0	1	0	3	0	0	0

Volume Module:

Base Vol:	0	677	238	90	403	0	805	1462	402	0	0	0
Growth Adj:	xxxx	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	697	245	90	403	0	805	1462	402	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	10	1	0	29	0	5	3	11	0	0	0
Initial Fut:	0	707	246	90	432	0	810	1465	413	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	707	246	90	432	0	810	1465	413	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	707	246	90	432	0	810	1465	413	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	707	246	90	432	0	810	1465	413	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	2279	4121	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.15	0.06	0.09	0.00	0.36	0.36	0.13	0.00	0.00	0.00
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 #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

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

Volume Module:

Base Vol:	0	235	229	144	364	0	565	1035	218	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	235	229	144	364	0	565	1035	218	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	2	11	60	29	0	0	0	3	0	0	0
Initial Fut:	0	237	240	204	393	0	565	1035	221	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	237	240	204	393	0	565	1035	221	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	237	240	204	393	0	565	1035	221	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	237	240	204	393	0	565	1035	221	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.41	3.06	0.53	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	2260	4895	845	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.07	0.08	0.06	0.12	0.00	0.25	0.21	0.26	0.00	0.00	0.00
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 #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

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	3	1	1	0	0	0

Volume Module:

Base Vol:	585	1410	551	0	687	416	0	0	0	0	0	0
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:	603	1452	568	0	708	428	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	9	62	17	0	61	87	0	0	0	0	0	0
Initial Fut:	612	1514	585	0	769	515	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:	612	1514	0	0	769	515	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	612	1514	0	0	769	515	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:	612	1514	0	0	769	515	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4800	3200	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.19	0.32	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

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 #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

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	4	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1530	23	0	738	0	817	364	1280	0	0	0
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	1576	24	0	760	0	817	364	1280	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	37	0	0	61	0	33	21	40	0	0	0
Initial Fut:	0	1613	24	0	821	0	850	385	1320	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	1613	24	0	821	0	850	385	1320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1613	24	0	821	0	850	385	1320	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	1613	24	0	821	0	850	385	1320	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	7884	116	0	6400	0	3200	1600	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.20	0.20	0.00	0.13	0.00	0.27	0.24	0.41	0.00	0.00	0.00
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 #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	1	0	3	0	0	0	0

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

Approach:	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	0	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	0	0	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	93	35	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	93	35	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	93	35	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	93	35	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	1.50	0.50	1.00	0.53	0.47	1.00	0.40	0.60
Final Sat.:	1600	2887	313	1600	2400	800	1600	847	753	1600	633	967

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.13	0.04	0.12	0.12	0.02	0.01	0.01	0.01	0.06	0.06
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

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

Volume Module:

Base Vol:	36	0	7	3	0	2	5	424	33	8	123	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	0	7	3	0	2	5	424	33	8	123	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	0	7	3	0	2	5	424	33	8	123	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	0	7	3	0	2	5	424	33	8	123	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	7	3	0	2	5	424	33	8	123	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	0	7	3	0	2	5	424	33	8	123	17

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.84	0.00	0.16	0.60	0.00	0.40	1.00	1.86	0.14	1.00	1.76	0.24
Final Sat.:	1340	0	260	960	0	640	1600	2969	231	1600	2811	389

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.14	0.14	0.01	0.04	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 #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

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

Volume Module:

Base Vol:	0	0	0	2	0	6	37	461	0	0	155	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	6	37	461	0	0	155	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	1	3	0	0	0	0	0
Initial Fut:	0	0	0	2	0	7	40	461	0	0	155	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	2	0	7	40	461	0	0	155	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	7	40	461	0	0	155	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	2	0	7	40	461	0	0	155	5

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.94	0.06
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3100	100

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.14	0.00	0.00	0.05	0.05
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

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

Volume Module:

Base Vol:	77	927	329	8	713	39	91	203	159	120	38	6
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:	79	955	339	8	734	40	91	203	159	120	38	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	8	4	0	23	0	0	0	0	2	0	0
Initial Fut:	79	963	343	8	757	40	91	203	159	122	38	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	963	343	8	757	40	91	203	159	122	38	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	963	343	8	757	40	91	203	159	122	38	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	963	343	8	757	40	91	203	159	122	38	6

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.12	0.88	2.00	0.86	0.14
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1794	1406	3200	1382	218

Capacity Analysis Module:

Vol/Sat:	0.05	0.20	0.21	0.01	0.16	0.03	0.06	0.11	0.11	0.04	0.03	0.03
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 #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

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

Volume Module:

Base Vol:	111	1151	67	84	784	78	137	95	146	28	28	38
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:	114	1186	69	87	808	80	137	95	146	28	28	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	8	0	0	4	0	0	0	0	0	0	0
Initial Fut:	114	1194	69	87	812	80	137	95	146	28	28	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1194	69	87	812	80	137	95	146	28	28	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1194	69	87	812	80	137	95	146	28	28	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1194	69	87	812	80	137	95	146	28	28	38

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.42	0.58
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	679	921

Capacity Analysis Module:

Vol/Sat:	0.07	0.37	0.04	0.05	0.25	0.05	0.09	0.06	0.09	0.02	0.04	0.04
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

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

Volume Module:

Base Vol:	206	807	284	154	1005	383	314	808	32	431	694	108
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	212	831	293	159	1035	394	323	832	33	444	715	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	21	32	42	12	12	28	16	136	12	18	76	19
Initial Fut:	233	863	335	171	1047	422	339	968	45	462	791	130
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	863	335	171	1047	0	339	968	45	462	791	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	863	335	171	1047	0	339	968	45	462	791	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	863	335	171	1047	0	339	968	45	462	791	130
OvlAdjVol:	181											

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.82	0.18	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6116	284	4800	4800	1600

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Capacity Analysis Module:

Vol/Sat:	0.07	0.18	0.21	0.05	0.22	0.00	0.11	0.16	0.16	0.10	0.16	0.08
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OvlAdjV/S: 0.11

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

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	3	0	0	1	0

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:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	19	21	0	0	8	0	0	0	0	5	37	0
Initial Fut:	509	658	0	0	604	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:	509	658	0	0	604	551	0	0	0	262	1640	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	509	658	0	0	604	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:	509	658	0	0	604	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
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

Approach:	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	0	1	0	3	0	0	0

Volume Module:

Base Vol:	0	635	241	152	702	0	451	826	460	0	0	0
Growth Adj:	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	654	248	152	702	0	451	826	460	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	30	17	0	13	0	10	26	9	0	0	0
Initial Fut:	0	684	265	152	715	0	461	852	469	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	684	265	152	715	0	461	852	469	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	684	265	152	715	0	461	852	469	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	684	265	152	715	0	461	852	469	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	1.40	2.60	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2247	4153	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.17	0.10	0.15	0.00	0.21	0.21	0.15	0.00	0.00	0.00
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

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	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	15	0	0	6	10	0	0	0	22	36	10
Initial Fut:	161	291	0	0	336	537	0	0	0	441	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	291	0	0	336	537	0	0	0	441	1403	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	291	0	0	336	537	0	0	0	441	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	291	0	0	336	537	0	0	0	441	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	2463	3937	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:	****				****							****

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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	239	274	188	460	0	253	894	105	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	239	274	188	460	0	253	894	105	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	6	37	5	24	0	9	33	3	0	0	0
Initial Fut:	0	245	311	193	484	0	262	927	108	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	245	311	193	484	0	262	927	108	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	245	311	193	484	0	262	927	108	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	245	311	193	484	0	262	927	108	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.69	0.31	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5899	501	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.08	0.10	0.06	0.15	0.00	0.16	0.16	0.22	0.00	0.00	0.00
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

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	3	1	1	0	0	0

Volume Module:

Base Vol:	617	1538	934	0	645	640	0	0	0	0	0	0
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:	636	1584	962	0	664	659	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	36	159	30	0	27	96	0	0	0	0	0	0
Initial Fut:	672	1743	992	0	691	755	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:	672	1743	0	0	691	755	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	672	1743	0	0	691	755	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:	672	1743	0	0	691	755	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4800	3200	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.21	0.36	0.00	0.00	0.14	0.24	0.00	0.00	0.00	0.00	0.00	0.00
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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 #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

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	0	0	0

Volume Module:

Base Vol:	0	2025	71	0	647	0	738	566	901	0	0	0
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	2086	73	0	666	0	738	566	901	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	93	0	0	26	0	113	13	39	0	0	0
Initial Fut:	0	2179	73	0	692	0	851	579	940	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	2179	73	0	692	0	851	579	940	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2179	73	0	692	0	851	579	940	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	2179	73	0	692	0	851	579	940	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	4.84	0.16	0.00	4.00	0.00	1.79	1.21	2.00	0.00	0.00	0.00
Final Sat.:	0	7740	260	0	6400	0	2857	1943	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.28	0.00	0.11	0.00	0.30	0.30	0.29	0.00	0.00	0.00
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

Approach:	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	1	0	3	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
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	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	5	0	14	0	0	0	0	0	8	0	0
Initial Fut:	0	791	13	51	1382	0	0	0	0	80	0	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	13	51	1382	0	0	0	0	80	0	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	791	13	51	1382	0	0	0	0	80	0	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	13	51	1382	0	0	0	0	80	0	164

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.33	0.00	0.67
Final Sat.:	1600	4800	1600	1600	4800	0	0	0	0	525	0	1075

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.16	0.01	0.03	0.29	0.00	0.00	0.00	0.00	0.05	0.00	0.15
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

Approach:	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	0	0	1	0

Volume Module:

Base Vol:	4	260	20	58	584	61	40	11	6	24	60	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	260	20	58	584	61	40	11	6	24	60	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	25	37	0	0	0	0	0
Initial Fut:	4	260	20	58	584	86	77	11	6	24	60	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	260	20	58	584	86	77	11	6	24	60	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	260	20	58	584	86	77	11	6	24	60	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	260	20	58	584	86	77	11	6	24	60	56

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.74	0.26	1.00	0.65	0.35	1.00	0.52	0.48
Final Sat.:	1600	2971	229	1600	2789	411	1600	1035	565	1600	828	772

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.04	0.21	0.21	0.05	0.01	0.01	0.02	0.07	0.07
Crit Moves:	****			****			****			****		

Acacia Atrium Medical Office Condos
TPO 2027 Without Project
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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

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

Volume Module:

Base Vol:	30	0	6	9	0	5	0	156	48	15	604	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	6	9	0	5	0	156	48	15	604	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	6	9	0	5	0	156	48	15	604	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	6	9	0	5	0	156	48	15	604	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	6	9	0	5	0	156	48	15	604	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	0	6	9	0	5	0	156	48	15	604	5

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.83	0.00	0.17	0.64	0.00	0.36	1.00	1.53	0.47	1.00	1.98	0.02
Final Sat.:	1333	0	267	1029	0	571	1600	2447	753	1600	3174	26

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.02	0.01	0.00	0.01	0.00	0.06	0.06	0.01	0.19	0.19
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

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

Volume Module:

Base Vol:	0	0	0	8	0	29	4	196	0	0	635	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	8	0	29	4	196	0	0	635	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	4	3	0	0	0	0	0
Initial Fut:	0	0	0	8	0	33	7	196	0	0	635	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	8	0	33	7	196	0	0	635	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	8	0	33	7	196	0	0	635	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	8	0	33	7	196	0	0	635	4

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.99	0.01
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3180	20

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.00	0.06	0.00	0.00	0.20	0.20
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

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

Volume Module:

Base Vol:	78	635	165	2	1058	164	19	59	176	235	179	13
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:	80	654	170	2	1090	169	19	59	176	235	179	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	23	4	0	16	0	0	0	0	5	0	0
Initial Fut:	80	677	174	2	1106	169	19	59	176	240	179	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	677	174	2	1106	169	19	59	176	240	179	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	677	174	2	1106	169	19	59	176	240	179	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	677	174	2	1106	169	19	59	176	240	179	13

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.93	0.07
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1492	108

Capacity Analysis Module:

Vol/Sat:	0.05	0.14	0.11	0.00	0.23	0.11	0.01	0.04	0.11	0.08	0.12	0.12
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

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

Volume Module:

Base Vol:	97	635	45	88	1268	137	53	87	138	43	62	41
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:	100	654	46	91	1306	141	53	87	138	43	62	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	7	0	0	12	0	0	0	0	0	0	0
Initial Fut:	100	661	46	91	1318	141	53	87	138	43	62	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	661	46	91	1318	141	53	87	138	43	62	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	661	46	91	1318	141	53	87	138	43	62	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	661	46	91	1318	141	53	87	138	43	62	41

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.60	0.40
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	963	637

Capacity Analysis Module:

Vol/Sat:	0.06	0.21	0.03	0.06	0.41	0.09	0.03	0.05	0.09	0.03	0.06	0.06
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

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

Volume Module:

Base Vol:	98	924	316	70	377	340	355	724	150	336	671	130
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	101	952	325	72	388	350	366	746	155	346	691	134
Added Vol:	5	0	0	0	0	0	0	1	2	0	3	0
PasserByVol:	8	12	5	18	38	20	9	50	11	41	122	11
Initial Fut:	114	964	330	90	426	370	375	797	168	387	816	145
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	964	330	90	426	0	375	797	168	387	816	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	964	330	90	426	0	375	797	168	387	816	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	964	330	90	426	0	375	797	168	387	816	145
OvlAdjVol:	201											

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.31	0.69	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	5288	1112	4800	4800	1600

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Capacity Analysis Module:

Vol/Sat:	0.04	0.20	0.21	0.03	0.09	0.00	0.12	0.15	0.15	0.08	0.17	0.09
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OvlAdjV/S: 0.13

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 #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	3	0	0	0	0

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

Approach:	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	0	1	0	3	0	0	0

Volume Module:

Base Vol:	0	677	238	90	403	0	805	1462	402	0	0	0
Growth Adj:	xxxx	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	697	245	90	403	0	805	1462	402	0	0	0
Added Vol:	0	5	0	0	3	0	0	2	6	0	0	0
PasserByVol:	0	10	1	0	29	0	5	3	11	0	0	0
Initial Fut:	0	712	246	90	435	0	810	1467	419	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	712	246	90	435	0	810	1467	419	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	712	246	90	435	0	810	1467	419	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	712	246	90	435	0	810	1467	419	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	2277	4123	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.15	0.06	0.09	0.00	0.36	0.36	0.13	0.00	0.00	0.00
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 #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

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	1	0	0	2	0	0	0	0	14	0	0
PasserByVol:	0	2	0	0	20	34	0	0	0	70	95	20
Initial Fut:	94	708	0	0	150	139	0	0	0	462	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	708	0	0	150	139	0	0	0	462	1209	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	708	0	0	150	139	0	0	0	462	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	708	0	0	150	139	0	0	0	462	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	1.11	3.38	0.51
Final Sat.:	3200	3200	0	0	3200	3200	0	0	0	1769	5413	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 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

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

Volume Module:

Base Vol:	0	235	229	144	364	0	565	1035	218	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	235	229	144	364	0	565	1035	218	0	0	0
Added Vol:	0	1	6	0	16	0	0	0	2	0	0	0
PasserByVol:	0	2	11	60	29	0	0	0	3	0	0	0
Initial Fut:	0	238	246	204	409	0	565	1035	223	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	238	246	204	409	0	565	1035	223	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	238	246	204	409	0	565	1035	223	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	238	246	204	409	0	565	1035	223	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.41	3.06	0.53	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	2260	4889	851	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.07	0.08	0.06	0.13	0.00	0.25	0.21	0.26	0.00	0.00	0.00
Crit Moves:	****			****			****					

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 #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

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	3	1	1	0	0	0

Volume Module:

Base Vol:	585	1410	551	0	687	416	0	0	0	0	0	0
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:	603	1452	568	0	708	428	0	0	0	0	0	0
Added Vol:	5	3	0	0	0	8	0	0	0	0	0	0
PasserByVol:	9	62	17	0	61	87	0	0	0	0	0	0
Initial Fut:	617	1517	585	0	769	523	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:	617	1517	0	0	769	523	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	617	1517	0	0	769	523	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:	617	1517	0	0	769	523	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4800	3200	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.19	0.32	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							

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 #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

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	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1530	23	0	738	0	817	364	1280	0	0	0
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	1576	24	0	760	0	817	364	1280	0	0	0
Added Vol:	0	5	0	0	0	0	3	1	2	0	0	0
PasserByVol:	0	37	0	0	61	0	33	21	40	0	0	0
Initial Fut:	0	1618	24	0	821	0	853	386	1322	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	1618	24	0	821	0	853	386	1322	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1618	24	0	821	0	853	386	1322	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	1618	24	0	821	0	853	386	1322	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	7885	115	0	6400	0	3200	1600	3200	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.21	0.21	0.00	0.13	0.00	0.27	0.24	0.41	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

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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	1	0	3	0	0	0	0

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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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	0	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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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

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

Volume Module:

Base Vol:	36	0	7	3	0	2	5	424	33	8	123	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	0	7	3	0	2	5	424	33	8	123	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	0	7	3	0	2	5	424	33	8	123	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	0	7	3	0	2	5	424	33	8	123	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	7	3	0	2	5	424	33	8	123	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	0	7	3	0	2	5	424	33	8	123	17

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.84	0.00	0.16	0.60	0.00	0.40	1.00	1.86	0.14	1.00	1.76	0.24
Final Sat.:	1340	0	260	960	0	640	1600	2969	231	1600	2811	389

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.14	0.14	0.01	0.04	0.04
Crit Moves:	****			****			****			****		

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 #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

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

Volume Module:

Base Vol:	0	0	0	2	0	6	37	461	0	0	155	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	2	0	6	37	461	0	0	155	5
Added Vol:	0	0	0	0	0	1	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	1	3	0	0	0	0	0
Initial Fut:	0	0	0	2	0	8	43	461	0	0	155	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	2	0	8	43	461	0	0	155	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	8	43	461	0	0	155	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	2	0	8	43	461	0	0	155	5

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.94	0.06
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3100	100

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.03	0.14	0.00	0.00	0.05	0.05
Crit Moves:	****						****					

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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

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

Volume Module:

Base Vol:	77	927	329	8	713	39	91	203	159	120	38	6
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:	79	955	339	8	734	40	91	203	159	120	38	6
Added Vol:	0	2	3	0	1	0	0	0	0	1	0	0
PasserByVol:	0	8	4	0	23	0	0	0	0	2	0	0
Initial Fut:	79	965	346	8	758	40	91	203	159	123	38	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	965	346	8	758	40	91	203	159	123	38	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	965	346	8	758	40	91	203	159	123	38	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	965	346	8	758	40	91	203	159	123	38	6

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.12	0.88	2.00	0.86	0.14
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1794	1406	3200	1382	218

Capacity Analysis Module:

Vol/Sat:	0.05	0.20	0.22	0.01	0.16	0.03	0.06	0.11	0.11	0.04	0.03	0.03
Crit Moves:	****			****			****			****		

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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

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

Volume Module:

Base Vol:	111	1151	67	84	784	78	137	95	146	28	28	38
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:	114	1186	69	87	808	80	137	95	146	28	28	38
Added Vol:	0	5	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	8	0	0	4	0	0	0	0	0	0	0
Initial Fut:	114	1199	69	87	814	80	137	95	146	28	28	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1199	69	87	814	80	137	95	146	28	28	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1199	69	87	814	80	137	95	146	28	28	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1199	69	87	814	80	137	95	146	28	28	38

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.42	0.58
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	679	921

Capacity Analysis Module:

Vol/Sat:	0.07	0.37	0.04	0.05	0.25	0.05	0.09	0.06	0.09	0.02	0.04	0.04
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

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

Volume Module:

Base Vol:	206	807	284	154	1005	383	314	808	32	431	694	108
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	212	831	293	159	1035	394	323	832	33	444	715	111
Added Vol:	4	0	0	0	0	0	0	4	6	0	3	0
PasserByVol:	21	32	42	12	12	28	16	136	12	18	76	19
Initial Fut:	237	863	335	171	1047	422	339	972	51	462	794	130
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	863	335	171	1047	0	339	972	51	462	794	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	863	335	171	1047	0	339	972	51	462	794	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	863	335	171	1047	0	339	972	51	462	794	130
OvlAdjVol:	181											

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.80	0.20	3.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	6081	319	4800	4800	1600

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Capacity Analysis Module:

Vol/Sat: 0.07 0.18 0.21 0.05 0.22 0.00 0.11 0.16 0.16 0.10 0.17 0.08

OvlAdjV/S: 0.11

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 #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	3	0	0	1	0

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
TPO 2027 With 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

Approach:	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	0	1	0	3	0	0	0

Volume Module:

Base Vol:	0	635	241	152	702	0	451	826	460	0	0	0
Growth Adj:	1.03	1.03	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	654	248	152	702	0	451	826	460	0	0	0
Added Vol:	0	15	0	0	3	0	0	1	5	0	0	0
PasserByVol:	0	30	17	0	13	0	10	26	9	0	0	0
Initial Fut:	0	699	265	152	718	0	461	853	474	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	699	265	152	718	0	461	853	474	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	699	265	152	718	0	461	853	474	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	699	265	152	718	0	461	853	474	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	1.40	2.60	2.00	0.00	0.00	0.00
Final Sat.:	0	6400	1600	1600	4800	0	2245	4155	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.17	0.10	0.15	0.00	0.21	0.21	0.15	0.00	0.00	0.00
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 #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:	****				****							****

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 #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

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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	239	274	188	460	0	253	894	105	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	239	274	188	460	0	253	894	105	0	0	0
Added Vol:	0	2	19	0	13	0	0	0	1	0	0	0
PasserByVol:	0	6	37	5	24	0	9	33	3	0	0	0
Initial Fut:	0	247	330	193	497	0	262	927	109	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	247	330	193	497	0	262	927	109	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	247	330	193	497	0	262	927	109	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	247	330	193	497	0	262	927	109	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	2.00	2.00	2.00	0.00	1.00	3.68	0.32	0.00	0.00	0.00
Final Sat.:	0	3200	3200	3200	3200	0	1600	5895	505	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.08	0.10	0.06	0.16	0.00	0.16	0.16	0.22	0.00	0.00	0.00
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 #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

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	3	1	1	0	0	0

Volume Module:

Base Vol:	617	1538	934	0	645	640	0	0	0	0	0	0
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:	636	1584	962	0	664	659	0	0	0	0	0	0
Added Vol:	4	11	0	0	0	7	0	0	0	0	0	0
PasserByVol:	36	159	30	0	27	96	0	0	0	0	0	0
Initial Fut:	676	1754	992	0	691	762	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:	676	1754	0	0	691	762	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	676	1754	0	0	691	762	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:	676	1754	0	0	691	762	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	0.00	3.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	3200	4800	1600	0	4800	3200	0	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.21	0.37	0.00	0.00	0.14	0.24	0.00	0.00	0.00	0.00	0.00	0.00
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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 #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

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	0	0	0

Volume Module:

Base Vol:	0	2025	71	0	647	0	738	566	901	0	0	0
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	2086	73	0	666	0	738	566	901	0	0	0
Added Vol:	0	4	0	0	0	0	11	2	6	0	0	0
PasserByVol:	0	93	0	0	26	0	113	13	39	0	0	0
Initial Fut:	0	2183	73	0	692	0	862	581	946	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	2183	73	0	692	0	862	581	946	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2183	73	0	692	0	862	581	946	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	2183	73	0	692	0	862	581	946	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	4.84	0.16	0.00	4.00	0.00	1.79	1.21	2.00	0.00	0.00	0.00
Final Sat.:	0	7741	259	0	6400	0	2867	1933	3200	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.28	0.00	0.11	0.00	0.30	0.30	0.30	0.00	0.00	0.00
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 #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	1	0	3	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
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:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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:	North Bound			South Bound			East Bound			West Bound		
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

Approach:	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	0	0	1	0

Volume Module:

Base Vol:	4	260	20	58	584	61	40	11	6	24	60	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	260	20	58	584	61	40	11	6	24	60	56
Added Vol:	0	0	0	0	0	14	22	0	0	0	0	0
PasserByVol:	0	0	0	0	0	25	37	0	0	0	0	0
Initial Fut:	4	260	20	58	584	100	99	11	6	24	60	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	260	20	58	584	100	99	11	6	24	60	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	260	20	58	584	100	99	11	6	24	60	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	260	20	58	584	100	99	11	6	24	60	56

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.71	0.29	1.00	0.65	0.35	1.00	0.52	0.48
Final Sat.:	1600	2971	229	1600	2732	468	1600	1035	565	1600	828	772

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.04	0.21	0.21	0.06	0.01	0.01	0.02	0.07	0.07
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

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

Volume Module:

Base Vol:	30	0	6	9	0	5	0	156	48	15	604	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	6	9	0	5	0	156	48	15	604	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	6	9	0	5	0	156	48	15	604	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	6	9	0	5	0	156	48	15	604	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	6	9	0	5	0	156	48	15	604	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	0	6	9	0	5	0	156	48	15	604	5

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.83	0.00	0.17	0.64	0.00	0.36	1.00	1.53	0.47	1.00	1.98	0.02
Final Sat.:	1333	0	267	1029	0	571	1600	2447	753	1600	3174	26

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.02	0.01	0.00	0.01	0.00	0.06	0.06	0.01	0.19	0.19
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

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

Volume Module:

Base Vol:	0	0	0	8	0	29	4	196	0	0	635	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	8	0	29	4	196	0	0	635	4
Added Vol:	0	0	0	0	0	4	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	4	3	0	0	0	0	0
Initial Fut:	0	0	0	8	0	37	10	196	0	0	635	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	8	0	37	10	196	0	0	635	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	8	0	37	10	196	0	0	635	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	8	0	37	10	196	0	0	635	4

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.99	0.01
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3180	20

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.01	0.06	0.00	0.00	0.20	0.20
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

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

Volume Module:

Base Vol:	78	635	165	2	1058	164	19	59	176	235	179	13
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:	80	654	170	2	1090	169	19	59	176	235	179	13
Added Vol:	0	1	3	0	2	0	0	0	0	4	0	0
PasserByVol:	0	23	4	0	16	0	0	0	0	5	0	0
Initial Fut:	80	678	177	2	1108	169	19	59	176	244	179	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	678	177	2	1108	169	19	59	176	244	179	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	678	177	2	1108	169	19	59	176	244	179	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	678	177	2	1108	169	19	59	176	244	179	13

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.93	0.07
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	3200	1492	108

Capacity Analysis Module:

Vol/Sat:	0.05	0.14	0.11	0.00	0.23	0.11	0.01	0.04	0.11	0.08	0.12	0.12
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

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

Volume Module:

Base Vol:	97	635	45	88	1268	137	53	87	138	43	62	41
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:	100	654	46	91	1306	141	53	87	138	43	62	41
Added Vol:	0	4	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	7	0	0	12	0	0	0	0	0	0	0
Initial Fut:	100	665	46	91	1324	141	53	87	138	43	62	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	665	46	91	1324	141	53	87	138	43	62	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	665	46	91	1324	141	53	87	138	43	62	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	665	46	91	1324	141	53	87	138	43	62	41

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.60	0.40
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	963	637

Capacity Analysis Module:

Vol/Sat:	0.06	0.21	0.03	0.06	0.41	0.09	0.03	0.05	0.09	0.03	0.06	0.06
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
AM	0	29	12	0	0	0	0	0	0	29	12	0	0	0	0	0
PM	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
AM	8	4	0	0	0	8	0	0	4	0	0	0	0	0	0	0
PM	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
AM	12	23	0	2	0	8	4	0	23	0	0	0	0	2	0	0
PM	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
AM	6	16	0	3	0	6	0	16	0	0	0	0	0	3	0	0
PM	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
AM	0	1	3	0	0	0	0	0	0	1	3	0	0	0	0	0
PM	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
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection (4155 ::: IRVINE AVE / CAMPUS DR BRISTOL ST)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	11	29	19	0	0	10	1	0	29	0	5	3	11	0	0	0
PM	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
AM	13	89	3	0	0	2	11	60	29	0	0	0	3	0	0	0
PM	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
AM	37	61	94	0	0	37	0	0	61	0	33	21	40	0	0	0
PM	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
AM	15	12	0	128	6	9	0	0	12	0	0	0	0	17	111	0
PM	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
AM	2	54	0	185	0	2	0	0	20	34	0	0	0	70	95	20
PM	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
AM	88	148	0	0	9	62	17	0	61	87	0	0	0	0	0	0
PM	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)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	25	76	70	174	8	12	5	18	38	20	9	50	11	41	122	11
PM	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

IDStudy 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

IDStudy 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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