Attachment No. PC 1

Draft Resolution with Findings and Conditions

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RESOLUTION NO. PC2023-042

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH, CALIFORNIA APPROVING A MAJOR SITE DEVELOPMENT REVIEW, MINOR USE PERMIT, AND TRAFFIC STUDY TO INCREASE STUDENT ENROLLMENT AND CONSTRUCT A NEW MIDDLE SCHOOL AND GYMNASIUM BUILDING FOR SAGE HILL SCHOOL LOCATED AT 20402 NEWPORT COAST DRIVE (PA2022-0277)

THE PLANNING COMMISSION OF THE CITY OF NEWPORT BEACH HEREBY FINDS AS FOLLOWS:

SECTION 1. STATEMENT OF FACTS.

1. An application was filed by Sage Hill School ("Applicant"), concerning property located at 20402 Newport Coast Drive, and legally described as Parcel 1 of Parcel Map No. 97-200 ("Property") requesting approval of a Major Site Development Review, Minor Use Permit, and Traffic Study.

2. The County of Orange Planning Commission approved Use Permit No. PA97-0173 on November 3, 1998, to establish a private high school (Sage Hill School). The approved use permit allowed for several structures that totaled 141,900 square feet and student enrollment up to 600 students. Of the 141,900 square feet that was approved, the existing structures total 121,734 square feet with 20,166 square feet remaining under the existing use permit. The County of Orange approval also established a height limit for the property of 65 feet.

3. The Property was annexed to the City of Newport Beach ("City") on September 26, 2000. Subsequently, the City issued several Staff Approvals for the continued buildout of Sage Hill School for development that was in substantial conformance with Use Permit No. PA97-0173. Additionally, Staff Approval No. SA2015-006 authorized the school to offer education for grades K-12.

4. The Applicant requests approval of a major site development review, minor use permit, and traffic study to increase student enrollment from 600 to 750 students and to construct a new three-story, 38,658-square-foot middle school (i.e., grades 7-8) and gymnasium building for Sage Hill School on the northern portion of the existing campus ("Project"). The proposed structure would exceed the remaining 20,166 square feet authorized by Use Permit No. PA97-0173, therefore, the request includes an amendment to increase the total floor area on-site by 18,492 square feet for a total of 160,392 square feet. The proposed middle school and gymnasium building includes eight classrooms, a café, offices, storage rooms, outdoor learning areas, and approximately 824 bleacher seats within the gymnasium. The Project also includes nighttime lighting and landscaping improvements for the existing baseball field and the new school and gymnasium building. Lastly, the Project includes improvements to Newport Coast Drive to extend the existing left turn lane at the intersection of Newport Coast Drive and the Coyote Canyon Landfill Renewable Energy Facility (REF), which is intended to improve queuing capacity. No changes are

proposed to the existing high school facilities (i.e., grades 9-12) which will continue to be regulated by Use Permit No. PA97-0173.

5. The subject property is designated Private Institutions (PI) by the General Plan Land Use Element and is located within the Private Institutions (PI) Zoning District.

6. The Property is not located within the coastal zone.

7. A public hearing was held on December 7, 2023, in the Council Chambers at 100 Civic Center Drive, Newport Beach. A notice of the time, place, and purpose of the hearing was given in accordance with California Government Code Section 54950 *et seq.* ("Ralph M. Brown Act") and Chapters 20.62 and 21.62 ("Public Hearings") of the Newport Beach Municipal Code ("NBMC"). Evidence, both written and oral, was presented to, and considered by, the Planning Commission at this public hearing.

SECTION 2. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION.

1. The Project is exempt from the California Environmental Quality Act (CEQA) under Section 15301 under Class 1 (Existing Facilities) and under Section 15314 under Class 14 (Minor Additions to Schools) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3 because it has no potential to have a significant effect on the environment.

2. Class 1 exempts projects involving the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. Specifically, 15301(c) exempts work on existing highways and streets, sidewalks, gutters, bicycle, and pedestrian trails, and similar facilities. The Project includes the extension of an existing left turn pocket on Newport Coast Drive that would not result in the expansion of the existing roadway nor would it create additional automobile lanes.

3. Class 14 exempts projects within existing school grounds where the addition does not increase the original student capacity by more than 25 percent or 10 classrooms, whichever is less. The existing student capacity is 600 students, and the Project is requesting to increase the capacity by 150 students, which is a 25 percent increase. The Project requests to add an additional eight classrooms for the middle school which is less than the 10 classrooms allowed in this exemption.

4. The exceptions to these categorical exemptions under Section 15300.2 are not applicable. The Project location does not impact an environmental resource of hazardous or critical concern, does not result in cumulative impacts, does not have a significant effect on the environment due to unusual circumstances, does not damage scenic resources within a state scenic highway, is not a hazardous waste site, and is not identified as a historical resource.

5. There are no unusual circumstances at the proposed Project site that would result in a significant effect on the environment. Specifically, there will be no impacts to biological

resources resulting from construction of the new building, fuel modification improvements, or nighttime baseball field lighting. A Biological Resources Update and Potential Effects Associated with Fuel Modification Plan technical memorandum was prepared by Glen Lukos Associates, dated November 8, 2023, that evaluated potential biological impacts related to the proposed Project and the fuel modification area. The biological assessment concluded that the Fuel Modification Zone (FMZ) was originally landscaped, even noting that this is a transition planting between the Natural Communities Conservation Plan (NCCP) zone and the campus, including some ornamental plants. None of the species in these two zones comprised any coastal sage scrub. The FMZ planting will not include any Cal-IPC listed plants. This fuel modification area has always been a maintained landscaped zone and the FMZ plantings will not include any invasives that would have the potential to change the coastal sage scrub conditions adjacent to the toll road. The Biological Report also states that the proposed baseball field lighting would not result in impacts to the adjacent NCCP areas. Therefore, the Project does not include any unusual circumstances that would result in a significant effect on the environment.

SECTION 3. REQUIRED FINDINGS.

Major Site Development Review

In accordance with Section 20.52.080(F) (Site Development Reviews – Findings and Decision) of the NBMC, the following findings and facts in support of such findings are set forth:

Finding:

A. The proposed development is allowed within the subject zoning district;

Facts in Support of Finding:

1. The Property is in the Private Institutions (PI) Zoning District which is intended to provide for areas appropriate for privately owned facilities that serve the public, including places for assembly/meeting facilities, congregate care homes, cultural institutions, health care facilities, marinas, museums, private schools, yacht clubs, and comparable facilities. The Project includes the construction of a new middle school and gymnasium at an existing private high school campus, Sage Hill School. The private school is allowed with approval of a minor use permit.

2. The Property has a maximum floor area to land ratio (FAR) of 0.50. The Property is approximately 1,237,588 square feet (28.41 acres), and the Project consists of 160,392 square feet of gross floor area, including the existing high school. Therefore, the Project has a proposed FAR of 0.13, which complies with the maximum 0.50 FAR limit.

3. The minimum setbacks required for the Property are established by the minor use permit. The setbacks for the proposed structure shall be consistent with the approved plans as part of this minor use permit.

Finding:

B. The proposed development is in compliance with all of the following applicable criteria;

i. Compliance with this section, the General Plan, Title 20 (Planning and Zoning) of the NBMC, any applicable specific plan, and other applicable criteria and policies related to the use or structure;

ii. The efficient arrangement of structures on the site and the harmonious relationship of the structures to one another and to other adjacent developments; and whether the relationship is based on standards of good design;

iii. The compatibility in terms of bulk, scale, and aesthetic treatment of structures on site and adjacent developments and public areas;

iv. The adequacy, efficiency, and safety of pedestrian and vehicular access, including drive aisles, driveways, and parking and loading spaces;

v. The adequacy and efficiency of landscaping and open space areas and the use of water efficient plant and irrigation materials; and

vi. The protection of significant views from public right(s)-of-way and compliance with Section 20.30.100 (Public View Protection) of the NBMC.

Facts in Support of Finding:

1. The Property is categorized as Private Institutions (PI) by the General Plan Land Use Element, which is intended to provide for privately owned facilities that serve the public, including places for religious assembly, private schools, health care, cultural institutions, museums, yacht clubs, congregate homes, and comparable facilities. The Project includes the construction of a new middle school and gymnasium at an existing private high school campus, Sage Hill School. The private school is allowed with approval of a minor use permit.

2. Land Use Policy LU 6.1.1 (Adequate Community Supporting Uses) of the Land Use Element of the General Plan is intended to accommodate schools, government administrative and operational facilities, fire stations and police facilities, religious facilities, schools, cultural facilities, museums, interpretive centers, and hospitals to serve the needs of Newport Beach's residents and businesses. The City is served by one public and one private middle school and the Project will provide an additional private middle school institution to serve residents within the City and region.

3. Land Use Policy LU 6.1.3 (Architecture and Planning that Complements Adjoining Uses) of the Land Use Element of the General Plan is intended to ensure the City's public buildings, sites, and infrastructure are designed to be compatible in scale, mass, character, and architecture with the district or neighborhood in which they are located, following the design and development policies for private uses specified by this Plan. Although the Project is a private institution, it will implement designs for the proposed building that match the architectural design of the existing high school and the height of the adjacent science building.

4. The Project will be largely located below the existing grade of the nearby State Route 73 (SR-73) and will not substantially impact views from this right-of-way. The Project site is not visible from any coastal view roads or public viewpoints identified in Figure NR3 Coastal Views of the General Plan. Lastly, the Property is generally secluded and not within the vicinity of residential and commercial buildings and, therefore, is not anticipated to visually degrade the surrounding area.

5. On December 15, 1998, the County of Orange approved Zone Change No. ZC 97-07 (Ordinance No, 98-19), to rezone the Property from the "A1 (General Agricultural)" District to the "A1/65 (General Agricultural/65 Feet Building Height)" District, which increased the allowed height of the proposed buildings from 35 feet to 65 feet ("Zone Change").

6. The PI Zoning District of the NBMC has a maximum building height of 32 feet for a flat roof and 37 feet for a sloped roof for properties outside of the Shoreline Height Limit Zone. The height of the proposed structure is approximately 55 feet. At the time the Property was annexed to the City, it was not the intent of the City to rezone the property such that the existing structure and any future structures would be nonconforming. The height authorized by the Zone Change was inadvertently excluded during the annexation process. The intended maximum building height for the Property is 65 feet and the proposed structure complies with this maximum building height established by the Zone Change.

7. The Property is located on Newport Coast Drive adjacent to SR-73 north of the REF. The nearest residential neighborhoods are located at Newport Ridge approximately half a mile south of the Property and the residential neighborhoods approximately 700 feet across State Highway 73 within the City of Irvine. The Coyote Canyon Landfill is located west of the school and closed in 1990—the parcels remain undeveloped. Therefore, the Project is not anticipated to create an obstruction of public views nor create a visual impact to surrounding areas with the retention of the 65-foot maximum building height. The existing high school building that is approximately 64-feet 5-inches in height is to remain and no changes to the structure are proposed.

8. The proposed middle school and gymnasium building will be located on the northern portion of the existing school campus between an existing science building and baseball field. The design of the three-story building will follow the grade of the existing terrain, which slopes approximately 35 feet from east to west. The building is designed with consideration to the existing topography as well as the existing buildings on the campus. The top of the proposed building will be designed to match the height of the existing science building located southeast of the proposed building.

9. The existing parking lot onsite will serve both the existing high school and the proposed middle school. Section 20.40.040 (Off-Street Parking Spaces Required) of the NBMC requires parking spaces for schools, public and private, to be determined by permit. At the time the original Use Permit No. PA97-0173 was approved by the County of Orange for Sage Hill School, the parking rate required pursuant to the County of Orange Zoning Code Section 7-9-145 was one parking space for each member of the faculty and each employee, plus one space for every six full-time students regularly enrolled. Based on student count and administration personnel at the time of approval, the required parking spaces was 161. The current County of Orange Zoning Code Section 7-9-70.6 requires slightly fewer parking spaces: one parking space for each full-time equivalent faculty and staff, plus one for each eight full-time equivalent students regularly enrolled. Further, using the County of Orange Zoning Code as a reference, the required parking rate for a middle school is two parking spaces for each classroom plus loading and unloading space for student drop-off and school buses. Therefore, the existing high school is required to provide 161 spaces and the proposed middle school would be required to provide a minimum of 16 spaces, which is a total of 177 spaces. The onsite parking lot consists of 466 parking spaces which will provide approximately twice the required number of spaces. Additionally, it is anticipated that the middle school parking will only be necessary for staff based on the typical age of students.

10. The Property is currently developed with an existing private high school that is served by an approximately 2,000-foot-long driveway that leads to a large parking area that is designed for both vehicle parking and student pick-up/drop-offs. The existing driveway accommodates approximately 80 vehicles. The extended driveway design will reduce potential impacts from student pick-up/drop-offs and avoid queuing into the public street.

11. A Queuing Analysis was prepared by Gibson Transportation Consulting, Inc. dated September 27, 2023, and reviewed by the Public Works Department. The analysis examined both the driveway located on the Property and the storage capacity of the southbound left-turn lane (“SBL”) at the intersection of Newport Coast Drive and the Coyote Canyon REF. The SBL is approximately 150 feet in length and can safely accommodate a queue of approximately six vehicles. The analysis concluded that the existing driveway storage is more than sufficient to accommodate the increase in vehicular demand and queueing anticipated under the future enrollment. However, the

analysis concluded that the current condition of the SBL would not be able to accommodate the increase in vehicular demand and queueing anticipated under the future enrollment. Condition of Approval No. 40 has been included to ensure that improvements will be completed to increase the storage capacity of the SBL. Further, the hours for the high school will begin at 8:00 a.m. and conclude at 3:00 p.m., while the middle school will begin at 8:30 a.m. and conclude at 3:30 p.m. The staggered start and end times for the high school and middle school is intended to lessen the impact of vehicular demand with the increased enrollment. The analysis also concluded that the Public Works Department will review and adjust the signal timing at the intersections to improve SBL operational efficiency to further limit the impacts on the SBL queueing.

12. The Project includes landscaping around the perimeter of the proposed structure primarily consisting of trees and ground cover shrubs. As conditioned, the Project will be required to submit a final Fuel Modification Plan for review by the Life Safety Division (Fire Department), which may include modifications to the existing landscaping. An existing grass-covered practice field will be replaced with artificial turf directly south of the proposed structure. Additionally, the existing baseball field located to the west of the proposed structure will be replaced with artificial turf to further reduce the Property's water usage. Prior to the issuance of building permits, a final landscape plan will be reviewed to ensure the Project incorporates non-invasive plant species and water-efficient irrigation designs.

13. Facts in support of Finding A are hereby incorporated by reference.

14. The Property is not located within a Specific Plan area.

Finding:

C. Not detrimental to the harmonious and orderly growth of the City, nor endangers, jeopardizes, or otherwise constitutes a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed development.

Facts in Support of Finding:

1. Facts 8 and 9 in support of Finding B are hereby incorporated by reference.

2. The Applicant has submitted a lighting plan and photometric study for the proposed nighttime lighting for the existing baseball field, which has been reviewed by all applicable City departments. The light spillage within the Natural Communities Conservation Plan (NCCP) area is 0.1-foot candle or less, which is the threshold where no significant impacts occur. As conditioned, the Project shall comply with all lighting

standards of the NBMC and a final lighting plan must be approved prior to building permit issuance which will ensure there are no impacts to vehicles traveling on SR-73.

3. The Applicant has submitted a Fire Master Plan and Fuel Modification Plan which has been reviewed and preliminarily approved by the Life and Safety Division (Fire Department). The approved plans have been reviewed to increase the likelihood that a structure will survive a wildfire, improve the defensible space around the structure for firefighting activities, and prevent direct flame contact with structures and any changes shall be reviewed and approved by the Fire Department.

4. A Biological Resources Update and Potential Effects Associated with Fuel Modification Plan technical memorandum was prepared by Glenn Lukos Associates, Inc. dated November 8, 2023. The memorandum states that the removal of vegetation associated with the Fuel Modification Plan shall be conducted outside of avian breeding season (generally February – July), or a pre-removal survey should be conducted to confirm the absence of nesting birds. Additionally, the memorandum indicated that the trees on site represent potential roosting habitat for western mastiff bats and removal of suitable trees should be conducted outside of the maternity roosting season (June – August). The Project is conditioned to comply with the recommendation of the memorandum.

Minor Use Permit

In accordance with Section 20.52.020(F) (Use Permit, Required Findings) of the NBMC, the following findings and facts in support of such findings are set forth:

Finding:

D. The use is consistent with the General Plan and any specific plan;

Facts in Support of Finding:

1. Facts 1-3 in support of Finding B are hereby incorporated by reference.

2. The Property is not located within a specific plan area.

Finding:

E. The use is allowed within the applicable zoning district and complies with all other applicable provisions of the Zoning Code and Municipal Code;

Facts in Support of Finding:

1. Facts in support of Finding A are hereby incorporated by reference.

2. Facts 6, 9, and 10 in support of Finding B are hereby incorporated by reference.

3. Section 20.30.120(D) (Solid Waste and Recyclable Materials Storage) of the NBMC requires 384 square feet of storage area for refuse and recycling for 100,000 square feet of structures and an additional 96 square feet of storage area for each additional 25,000 square feet of structure. The total square footage of existing and proposed structures is 160,392 and will require 576 square feet of storage area. The Project proposes to increase the storage area for refuse and recycling for a total of 682 square feet in compliance with the requirement.

Finding:

F. The design, location, size, and operating characteristics of the use are compatible with the allowed uses in the vicinity;

Facts in Support of Finding:

1. The parcels located directly north and south of the Property are within the Open Space (OS) Zoning District that is intended to provide areas to maintain and protect the community's natural open space resources and to maintain and protect landscaped open space areas located within residential and nonresidential developments, where no further development is allowed. The Project does not include any features that would obstruct or encroach into these adjacent areas within the OS Zoning Districts. The closest facility is the REF, which is approximately 1,200 feet south of the Property, and is a closed landfill. Additionally, the closest residential neighborhood is approximately 700 feet across State Highway 73. The Property is generally remote, and the Project is compatible with the allowed uses within the vicinity and is also designed to be compatible with the existing high school on the same campus.

2. The Property is located immediately adjacent to the closed Coyote Canyon Landfill across Newport Coast Drive. Mitigated Negative Declaration No. PA970173 was prepared to analyze potential impacts of development authorized under Use Permit No. PA97-0173. The Mitigated Negative Declaration included Mitigation Measure 13-2 that required compliance with the following:

    a. No school structures located within 250 feet from the refuse limits.
    b. A landfill gas barrier (foundation shielding) installed in the foundations of all enclosed structures within the Project site.
    c. Passive venting foundations for all school buildings. The passive venting systems shall be designed so that they can be upgraded to active systems if required by the regulatory agencies.
    d. Proper sealing of all utility trenches, conduits, vaults, manholes, etc.

The proposed building is located on the opposite side of the Property away from Newport Coast Drive, approximately 1,200 feet east of the closed Coyote Canyon Landfill. A condition of approval has been included to require the proposed building to include these design features that shall be reviewed by all relevant departments prior to issuance of final building permits.

3. Fact 8 in support of Finding B is hereby incorporated by reference.

Finding:

G. The site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities;

Facts in Support of Finding:

1. The Property is approximately 28.41 acres and is currently developed with a high school and appurtenant structures for the campus such as a library, art center, math/science center, aquatics center, gymnasium/fitness facility, sports courts, and large surface parking lot with pick-up/drop-off and loading areas. The Project would enhance the existing institution with additional grade levels and an additional gymnasium building for the increased student enrollment.

2. The Project has been reviewed by the City's Fire Department, Public Works, and Building Department. Adequate public and emergency vehicle access, public services, and utilities are provided to the Property.

3. Facts 10 and 11 in support of Finding B are hereby incorporated by reference.

Finding:

H. Operation of the use at the location proposed would not be detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare or persons residing or working in the neighborhood of the proposed used.

Facts in Support of Finding:

1. The Project has been reviewed and includes conditions of approval to ensure that potential conflicts with the surrounding land uses are minimized to the greatest extent possible. The Applicant is required to continue to explore the implementation of transportation demand management (TDM) strategies such as dispersed arrival patterns, carpool/rideshare programs, and associated TDM educational materials, to increase the average number of students per vehicle and reduce the intensity of the peak arrival patterns.

2. Facts 10 and 11 in support of Finding B are hereby incorporated by reference.

3. Fact 2 in support of Finding F bis hereby incorporated by reference.

Traffic Study

In accordance with Section 15.40.030(A) (Traffic Phasing Ordinance – Standards for Approval – Findings – Exemptions) of the NBMC, the following findings and facts in support of such findings are set forth:

Finding:

I. That a traffic study for the project has been prepared in compliance with the NBMC Chapter 15.40 (Traffic Phasing Ordinance) and Appendix A thereto;

Fact in Support of Finding:

1. A traffic study, titled "Traffic Impact Analysis – Sage Hill School Expansion Project" dated October 2023 ("Traffic Impact Analysis"), which is attached hereto as Exhibit "B" and incorporated herein by reference, was prepared by LSA under the supervision of the City Traffic Engineer for the Project in compliance with Chapter 15.40 (Traffic Phasing Ordinance) and Appendix A of the NBMC.

Finding:

J. That, based on the weight of the evidence in the administrative record, including the traffic study, one of the findings for approval in subsection 15.40.030(B) of the NBMC can be made:

i. Construction of the project will be completed within 60 months of project approval. (NBMC Section 15.40.030(B)(1)).

ii. Additionally, the project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection. (NBMC Section 15.40.030(B)(1)(a)).

Facts in Support of Finding:

1. The Project is anticipated to open school enrollment in the 2026-2027 school year. If the Project is not completed within 60 months of this approval, preparation of a new traffic study will be required.

2. The Traffic Impact Analysis included nine study intersections that were analyzed for potential impacts based on the City's Intersection Capacity Utilization ("ICU")

methodology, which is expressed in terms of level of service ("LOS"). Utilizing this methodology, the Traffic Impact Analysis determined that the proposed Project could be implemented without adversely affecting the nine study intersections and the additional traffic would not result in unsatisfactory LOS.

Finding:

K. That the project proponent has agreed to make or fund the improvements, or make the contributions, that are necessary to make the findings for approval and to comply with all conditions of approval;

Facts in Support of Finding:

1. No improvements or mitigation are necessary because implementation of the Project will neither cause nor make worse an unsatisfactory level of traffic service at any impacted primary intersection within the City. The Applicant will be required to pay Traffic Fair Share Fees for the net increase in vehicles trips, which will be used to fund future planned improvements to the City's circulation system. The Applicant will also be required to pay San Joaquin Hills Transportation Corridor Fees. Condition of Approval Nos. 5 and 6 require the Applicant to pay both the Traffic Fair Share Fees and San Joaquin Hills Transportation Corridor Fees assessed in accordance with the fees effective at the time of payment.

SECTION 4. DECISION.

NOW, THEREFORE, BE IT RESOLVED:

1. The Planning Commission of the City of Newport Beach hereby finds the Project is categorically exempt from the California Environmental Quality Act under Section 15301 under Class 1 (Existing Facilities) and under Section 15314 under Class 14 (Minor Additions to Schools) of the CEQA Guidelines, California Code of Regulations, Title 14, Division 6, Chapter 3 because it has no potential to have a significant effect on the environment as the Project does not increase the original student capacity by more than the amount allowed under the exemption (lesser of 25 percent or 10 classrooms) and the extension of an existing left turn pocket on Newport Coast Drive will not result in expansion of the roadway nor create additional automobile lanes.

2. The Planning Commission of the City of Newport Beach hereby approves a Major Site Development Review, Minor Use Permit, and Traffic Study for the Sage Hill Middle School project, subject to the conditions outlined in Exhibit A, which is attached hereto and incorporated by reference.

3. This action shall become final and effective 14 days following the date this Resolution was adopted unless within such time an appeal is filed with the City Clerk by the provisions of Title 20 (Planning and Zoning) of the Newport Beach Municipal Code.

PASSED, APPROVED, AND ADOPTED THIS 7TH DAY OF DECEMBER, 2023.

AYES:

NOES:

ABSTAIN:

ABSENT:

BY:_____
Curtis Ellmore, Chairman

BY:_____
Tristan Harris, Secretary

Attachments: Exhibit A – Conditions of Approval
Exhibit B – Traffic Impact Analysis

EXHIBIT "A"

CONDITIONS OF APPROVAL

Planning Division

1. The development shall be in substantial conformance with the approved site plan, floor plans, and building elevations stamped and dated with the date of this approval (except as modified by applicable conditions of approval).

2. The project is subject to all applicable City ordinances, policies, and standards unless specifically waived or modified by the conditions of approval.

3. The Applicant shall comply with all federal, state, and local laws. A material violation of any of those laws in connection with the use may be cause for the revocation of this Major Site Development Review, Minor Use Permit, and Traffic Study.

4. *The maximum building height is 65 feet.*

5. *Prior to the issuance of building permits, a Traffic Fair Share Fee for the increase in student enrollment shall be paid in accordance with the fee effective at the time of payment.*

6. *Prior to the issuance of building permits, a San Joaquin Transportation Corridor Fee for the new building shall be paid in accordance with the fee effective at the time of payment.*

7. *This Major Site Development Review, Minor Use Permit, and Traffic Study shall expire unless exercised within 24 months from the date of approval as specified in Section 20.91.050 of the Newport Beach Municipal Code unless an extension is otherwise granted.*

8. This Major Site Development Review, Minor Use Permit, and Traffic Study may be modified or revoked by the Planning Commission should they determine that the proposed uses or conditions under which it is being operated or maintained are detrimental to the public health, welfare, or materially injurious to property or improvements in the vicinity or if the property is operated or maintained to constitute a public nuisance.

9. Any change in operational characteristics, expansion in the area, or other modification to the approved plans, shall require an amendment to this Major Site Development

Review or Minor Use Permit or the processing of a new Major Site Development Review or Minor Use Permit.

10. A copy of the Resolution, including the Conditions of Approval attached as Exhibit "A" shall be incorporated into the Building Division and field sets of plans before issuance of the building permits.

11. *Prior to the issuance of building permits, the Applicant shall submit a landscape and irrigation plan prepared by a licensed landscape architect. These plans shall incorporate drought-tolerant plantings and water-efficient irrigation practices, and the plans shall be approved by the Planning Division.*

12. All landscape materials and irrigation systems shall be maintained by the approved landscape plan. All landscaped areas shall be maintained in a healthy and growing condition and shall receive regular pruning, fertilizing, mowing, and trimming. All landscaped areas shall be kept free of weeds and debris. All irrigation systems shall be kept operable, including adjustments, replacements, repairs, and cleaning as part of regular maintenance.

13. The Applicant is responsible for compliance with the Migratory Bird Treaty Act (MBTA). In compliance with the MBTA, grading, brush removal, building demolition, tree trimming, and similar construction activities shall occur between August 16 and January 31, outside of the peak nesting period. If such activities must occur inside the peak nesting season from February 1 to August 15, compliance with the following is required to prevent the taking of native birds under MBTA:

    A. The construction area shall be inspected for active nests. If birds are observed flying from a nest or sitting on a nest, it can be assumed that the nest is active. Construction activity within 300 feet of an active nest shall be delayed until the nest is no longer active. Continue to observe the nest until the chicks have left the nest and activity is no longer observed. When the nest is no longer active, construction activity can continue in the nest area.

    B. It is a violation of state and federal law to kill or harm a native bird. To ensure compliance, consider hiring a biologist to assist with the survey for nesting birds, and to determine when it is safe to commence construction activities. If an active nest is found, one or two short follow-up surveys will be necessary to check on the nest and determine when the nest is no longer active.

14. *The Applicant shall comply with all recommendations of the Biological Resources Update and Potential Effects Associated with Fuel Modification Plan memorandum dated November 8, 2023.*

15. The site shall not be excessively illuminated based on the luminance recommendations of the Illuminating Engineering Society of North America, or, in the opinion of the Director of Community Development, the illumination creates an unacceptable negative impact on surrounding land uses or environmental resources. The Director may order the dimming of light sources or other remediation upon finding that the site is excessively illuminated.

16. *Before the issuance of a building permit, the Applicant shall prepare a photometric study in conjunction with a final lighting plan for approval by the Planning Division. The survey shall show that lighting values are "1" or less at all property lines.*

17. All noise generated by the proposed use shall comply with the provisions of Chapter 10.26 and other applicable noise control requirements of the Newport Beach Municipal Code. The maximum noise shall be limited to no more than depicted below for the specified periods unless the ambient noise level is higher:

	Between the hours of 7:00 AM and 10:00 PM		Between the hours of 10:00 PM and 7:00 AM	
Location	Interior	Exterior	Interior	Exterior
Residential Property	45dBA	55dBA	40dBA	50dBA
Residential Property located within 100 feet of a commercial property	45dBA	60dBA	45dBA	50dBA
Mixed Use Property	45dBA	60dBA	45dBA	50dBA
Commercial Property	N/A	65dBA	N/A	60dBA

18. Should the property be sold or otherwise come under different ownership, any future owners or assignees shall be notified of these Conditions of Approval by either the current business owner, property owner or leasing agent.

19. Construction activities shall comply with Section 10.28.040 of the Newport Beach Municipal Code, which restricts hours of noise-generating construction activities that produce noise to between the hours of 7:00 a.m. and 6:30 p.m., Monday through Friday, and 8:00 a.m. and 6:00 p.m. on Saturday. Noise-generating construction activities are not allowed on Sundays or Holidays.

20. All trash shall be stored within the building or within dumpsters stored in the trash enclosure (three walls and a self-latching gate) or otherwise screened from view of neighboring properties, except when placed for pick-up by refuse collection agencies. The trash enclosure shall have a decorative solid roof for aesthetic and screening purposes.

21. Trash receptacles for patrons shall be conveniently located both inside and outside of the establishment, however, not located on or within any public property or right-of-way.

22. The exterior of the business shall be always maintained free of litter and graffiti. The owner or operator shall provide for daily removal of trash, litter debris, and graffiti from the premises and on all abutting sidewalks within 20 feet of the premises.

23. The Applicant shall ensure that the trash dumpsters and/or receptacles are maintained to control odors. This may include the provision of either fully self-contained dumpsters or periodic steam cleaning of the dumpsters if deemed necessary by the Planning Division. Cleaning and maintenance of trash dumpsters shall be done in compliance with the provisions of Title 14 of the NBMC, including all future amendments (including Water Quality related requirements).

24. Deliveries and refuse collection for the facility shall be prohibited between the hours of 10:00 p.m. and 7:00 a.m. on weekdays and Saturdays and between the hours of 10:00 p.m. and 9:00 a.m. on Sundays and Federal holidays unless otherwise approved by the Director of Community Development and may require an amendment to this Minor Use Permit.

25. Storage outside of the building in the front or at the rear of the property shall be prohibited, except for the required trash container enclosure.

26. A Special Events Permit is required for any event or promotional activity outside the normal operating characteristics of the approved use, as conditioned, or that would attract large crowds, involve the sale of alcoholic beverages, include any form of on-site media broadcast, or any other activities as specified in the Newport Beach Municipal Code to require such permits.

27. To the fullest extent permitted by law, the Applicant shall indemnify, defend and hold harmless the City, its City Council, its boards and commissions, officials, officers, employees, and agents from and against any claims, demands, obligations, damages, actions, causes of action, suits, losses, judgments, fines, penalties, liabilities, costs, and expenses (including without limitation, attorney's fees, disbursements, and court costs) of every kind and nature whatsoever which may arise from or in any manner relate (directly or indirectly) to City's approval of **Sage Hill Middle School including, but not limited to, a major site development review, minor use permit, and traffic study (PA2022-0277).** This indemnification shall include, but not be limited to, damages awarded against the City, if any, costs of suit, attorney's fees, and other expenses incurred in connection with such claim, action, causes of action, suit, or proceeding whether incurred by the Applicant, City, and/or the parties initiating or bringing the such proceeding. The Applicant shall indemnify the City for all the City's costs, attorneys' fees, and damages that City incurs in enforcing the indemnification provisions outlined in this condition. The Applicant shall pay to the City

upon demand any amount owed to the City under the indemnification requirements prescribed in this condition.

Fire Department

28. New elevators shall be stretcher/gurney-accommodating by Article 30 of the California Building Code.

29. Automatic fire sprinklers shall be required for all new construction. The sprinkler system shall be monitored by a UL-certified alarm service company.

30. A fire alarm system shall be required.

31. Fire Department access shall be provided to allow for a 150-feet "hose pull" around the building. The existing turf block shall be replaced with a material and supporting base that is acceptable to the Newport Beach Fire Department.

32. A three-foot wide improved access path shall be provided at the rear of the building.

33. A final Fuel Modification Plan shall be reviewed and approved by the Fire Department.

Building Division

34. *Prior to submittal for building permits, the Applicant shall submit plans for preliminary Building Code review and obtain assurance from the Building Division that major code items have been addressed.*

35. *The plans shall incorporate a landfill gas barrier (foundation shielding) installed in the foundations of all enclosed structures, passive venting foundations designed with the ability to be upgraded to active systems if required by the regulatory agencies, and proper sealing of all utility trenches, conduits, vaults, manholes, etc.*

36. The Applicant is required to obtain all applicable permits from the City's Building Division and Fire Department. The construction plans must comply with the most recent, City-adopted version of the California Building Code. The construction plans must meet all applicable State Disabilities Access requirements.

37. The Applicant shall employ the following best available control measures ("BACMs") to reduce construction-related air quality impacts:

Dust Control

- Water all active construction areas at least twice daily.
- Cover all haul trucks or maintain at least two feet of freeboard.
- Pave or apply water four times daily to all unpaved parking or staging areas.
- Sweep or wash any site access points within two hours of any visible dirt deposits on any public roadway.

- Cover or water twice daily any on-site stockpiles of debris, dirt, or other dusty material.
- Suspend all operations on any unpaved surface if winds exceed 25 mph.

Emissions

- Require 90-day low-NOx tune-ups for off-road equipment.
- Limit allowable idling to 30 minutes for trucks and heavy equipment

Off-Site Impacts

- Encourage carpooling for construction workers.
- Limit lane closures to off-peak travel periods.
- Park construction vehicles off traveled roadways.
- Wet down or cover dirt hauled off-site.
- Sweep access points daily.
- Encourage receipt of materials during non-peak traffic hours.
- Sandbag construction sites for erosion control.

Fill Placement

- The number and type of equipment for dirt pushing will be limited on any day to ensure that SCAQMD significance thresholds are not exceeded.
- Maintain and utilize a continuous water application system during earth placement and compaction to achieve a 10 percent soil moisture content in the top six-inch surface layer, subject to review/discretion of the geotechnical engineer.

38. A list of "good housekeeping" practices will be incorporated into the long-term post-construction operation of the site to minimize the likelihood that pollutants will be used, stored, or spilled on the site that could impair water quality. These may include frequent parking area vacuum truck sweeping, removal of wastes or spills, limited use of harmful fertilizers or pesticides, and the diversion of stormwater away from potential sources of pollution (e.g., trash receptacles and parking structures). The Stage 2 WQMP shall list and describe all structural and non-structural BMPs. In addition, the WQMP must also identify the entity responsible for the long-term inspection, maintenance, and funding for all structural (and if applicable Treatment Control) BMPs.

Public Works Department

39. *Prior to the commencement of demolition and grading of the Project, the Applicant shall submit a construction management and delivery plan to be reviewed and approved by the Public Works Department. The plan shall include a discussion of project phasing; parking arrangements for both sites during construction; anticipated haul routes and construction mitigation. Upon approval of the plan, the Applicant shall be responsible for implementing and complying with the stipulations outlined in the approved plan.*

40. *Prior to the issuance of a Certificate of Occupancy, the Applicant shall design, construct, and complete the Newport Coast Drive median modification to increase the southbound left-turn storage capacity to a minimum length of 550 feet on Newport Coast Drive at the REF driveway intersection. The Applicant shall also relocate the existing City monument on the median. The final design and timing of improvements shall be reviewed and*

approved by the Public Works Department. The Applicant is encouraged to construct improvements while school is not in session.

41. *Prior to issuance of final building permits, the Applicant shall provide documentation to the Public Works Department in order for the San Joaquin Hill Transportation Corridor Agency slope easement to be modified to accommodate the Project.*

42. *If the Project is not completed within 60 months of this approval, a new traffic study shall be prepared and submitted.*

43. *The Applicant shall continue to explore the implementation of transportation demand management (TDM) strategies such as dispersed arrival patterns, carpool/rideshare programs, and associated TDM educational materials, to increase the average number of students per vehicle and reduce the intensity of the peak arrival patterns to the satisfaction of the Public Works Director.*

EXHIBIT "B"

TRAFFIC IMPACT ANALYSIS

TRAFFIC IMPACT ANALYSIS

SAGE HILL SCHOOL EXPANSION PROJECT

NEWPORT BEACH, CALIFORNIA

This Traffic Impact Analysis has been prepared under the supervision of
Ambarish Mukherjee, P.E.

LSA

October 2023

TRAFFIC IMPACT ANALYSIS

SAGE HILL SCHOOL EXPANSION PROJECT

NEWPORT BEACH, CALIFORNIA

Submitted to:

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

Prepared by:

LSA
3210 El Camino Real, Suite 100
Irvine, California 92602
(949) 553-0666

Project No. CNB2101.02

October 2023

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LIST OF ABBREVIATIONS AND ACRONYMS

ADT	average daily trips
CEQA	California Environmental Quality Act
City	City of Newport Beach
CMP	Congestion Management Program
ICU	intersection capacity utilization
ITE	Institute of Transportation Engineers
LOS	level of service
mph	miles per hour
OCTA	Orange County Transportation Authority
project	Sage Hill School Expansion Project
RIROLO	right-in/right-out/left-in
sf	square foot/feet
SR-73	State Route 73
TIA	Traffic Impact Analysis
TPO	Traffic Phasing Ordinance
v/c	volume-to-capacity

TRAFFIC IMPACT ANALYSIS
SAGE HILL SCHOOL EXPANSION PROJECT

INTRODUCTION

The purpose of this Traffic Impact Analysis (TIA) is to identify the potential traffic and circulation effects associated with the proposed Sage Hill School Expansion Project (project) in Newport Beach, California. The project site is bounded by State Route 73 (SR-73) to the north and east, undeveloped property to the south, and Newport Coast Drive to the west.

The proposed project would construct a new 150-student middle school and a new 38,658-square-foot gymnasium within the Sage Hill High School campus. The existing 600-student high school would not change as part of the proposed project. Access to the campus is provided via the signalized right-in/right-out/left-out (RIROLO) intersection of Newport Coast Drive/Sage Hill School. A project location map (with the study area intersections) is presented on Figure 1.

Figure 2 illustrates the proposed project site plan. The proposed project would be completed in 2026.

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

1. Increases in traffic volumes at nearby primary study area intersections
2. Adequacy of the project access locations and on-site circulation
3. Understanding the potential project impact to the surrounding community

This report presents a traffic analysis of near-term traffic conditions consistent with the City of Newport Beach (City) Traffic Phasing Ordinance (TPO) (City of Newport Beach 2007). The traffic analysis for the proposed project examines three scenarios:

1. Existing
2. Future Year 2027 Plus Ambient Growth Plus Approved Projects (one year after project opening)
3. Future Year 2027 Plus Ambient Growth Plus Approved Projects Plus Project

The following analysis periods have been evaluated:

1. Weekday a.m. peak hour (between 7:00 a.m. and 9:00 a.m.)
2. Weekday p.m. peak hour (between 4:30 p.m. and 6:30 p.m.)

ANALYSIS METHODOLOGY

This TIA was prepared consistent with the requirements of the City's TPO (City of Newport Beach 2007) and the Orange County Transportation Authority (OCTA) Congestion Management Program (CMP) (OCTA 2021a).

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Project Location

Study Area Intersections

FIGURE 1

N

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FEET

SOURCE: ESRI Topographic (2023)

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Sage Hill School Expansion

Project Location and Study Area Intersections

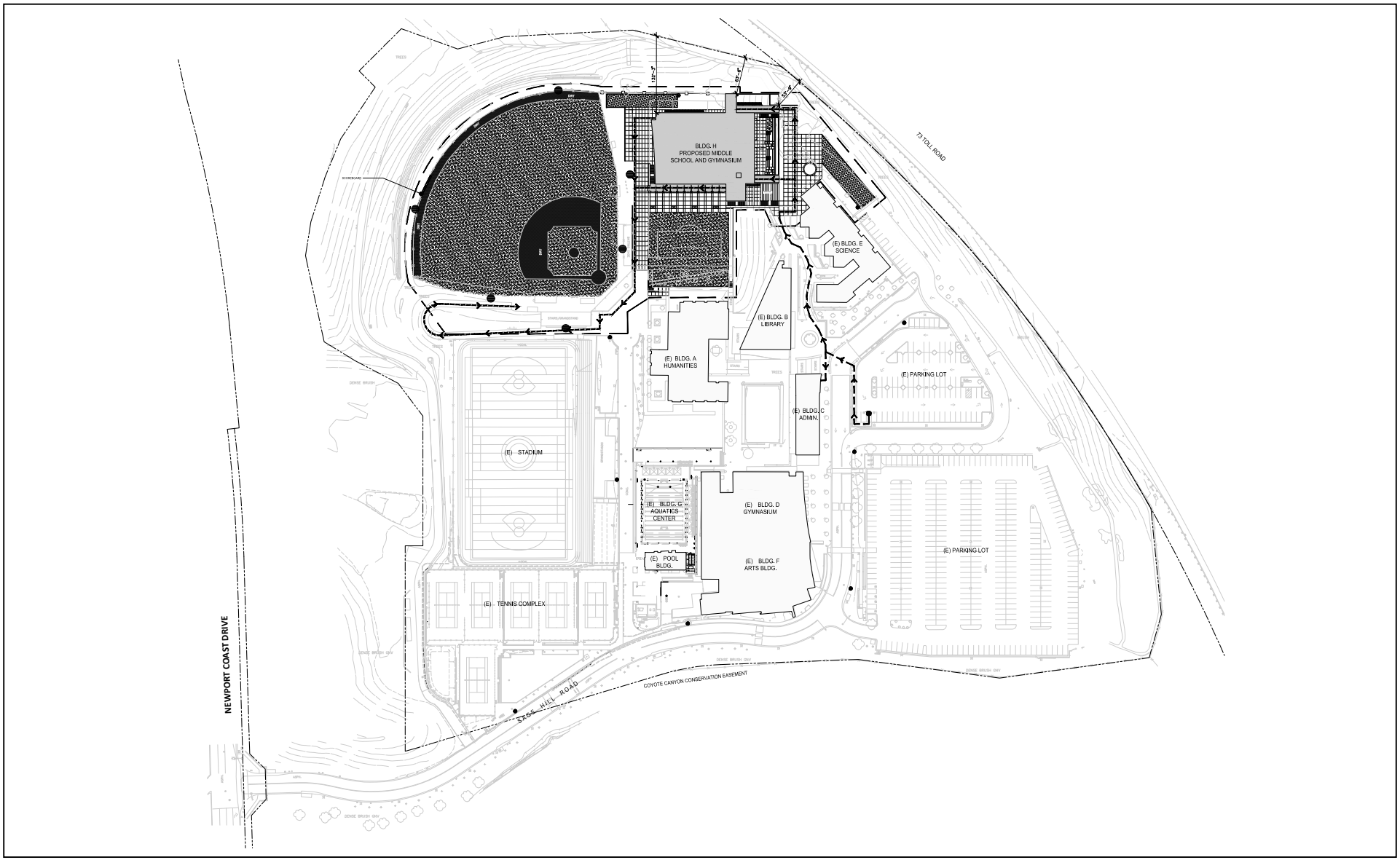

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FIGURE 2

0 140 280
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SOURCE: LPA Design Studios

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Sage Hill School Expansion

Site Plan

Study Area

Study area locations were selected in consultation with the City. The following nine intersections were included in the study area, as shown on Figure 1:

1. Newport Coast Drive/Sage Hill School
2. Newport Coast Drive/Gas Recovery
3. Newport Coast Drive/San Joaquin Hills Road
4. Newport Coast Drive/Ridge Park Road
5. Newport Coast Drive/Coast Highway
6. MacArthur Boulevard/Ford Road–Bonita Canyon Drive
7. MacArthur Boulevard/San Joaquin Hills Road
8. Marguerite Avenue/San Joaquin Hills Road
9. Newport Ridge Drive East–Ridge Park Road/San Joaquin Hills Road

Consistent with the TPO methodology, the study area intersections were evaluated to identify any locations where the proposed project has the potential to increase traffic on any leg of the intersection by 1 percent or more in the Future Year 2027 Plus Project condition. Intersections where the proposed project would not increase traffic on any leg by 1 percent or more 1 year after project completion would not require further analysis. The 1 percent traffic volume analysis calculations are discussed in a later section of this report. Based on the 1 percent traffic volume analysis, the proposed project would result in a 1 percent or more increase in traffic volumes at one or more legs of seven study area intersections in the Future Year 2027 Plus Project condition.

Intersection Level of Service Methodology

The intersection capacity utilization (ICU) methodology for signalized intersections compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The ICU calculations assume a lane capacity of 1,600 vehicles per hour and no clearance interval (or loss time).

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

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

Threshold of Significance

The City considers LOS D as the lowest limit of satisfactory operations. A project LOS impact would occur if the addition of the project-generated traffic causes an acceptable LOS at a study area intersection to deteriorate to an unsatisfactory LOS. If an intersection operates at an unsatisfactory LOS in the baseline condition, a project LOS impact would occur if the proposed project-generated traffic increases the ICU by 0.01 or more. Improvement back to pre-project conditions is required for any intersection where project traffic causes the intersection to deteriorate from a satisfactory LOS to an unsatisfactory LOS.

PROPOSED PROJECT

Project Description

The proposed project would construct a new 150-student middle school and a new 38,658-square-foot gymnasium within the Sage Hill High School campus. The existing 600-student high school would not change as part of the proposed project. Access to the campus is provided via the signalized RIROLO intersection of Newport Coast Drive/Sage Hill School. The proposed project would be completed in 2026.

Project Trip Generation, Distribution, and Assignment

Daily and peak-hour trips for the proposed project uses were generated using trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* 11th Edition (ITE 2021).

Table A shows the project trip generation. The project trip generation was reviewed and approved by the City prior to preparation of this TIA. As shown in Table A, the proposed project is anticipated to generate 617 average daily trips (ADT), including 152 trips in the a.m. peak hour (86 inbound and 66 outbound) and 39 trips in the p.m. peak hour (18 inbound and 21 outbound).

The project trips were distributed to the surrounding roadways based on the location of the proposed project in relation to local and regional transportation facilities. The project trip distribution was reviewed and approved by City staff. The trip distribution percentages were multiplied by the project trip generation to arrive at the project-generated trip assignment at each study area location. Figure 3 shows the project trip distribution and assignment.

EXISTING CONDITIONS

Key roadways in the vicinity of the proposed project are as follows.

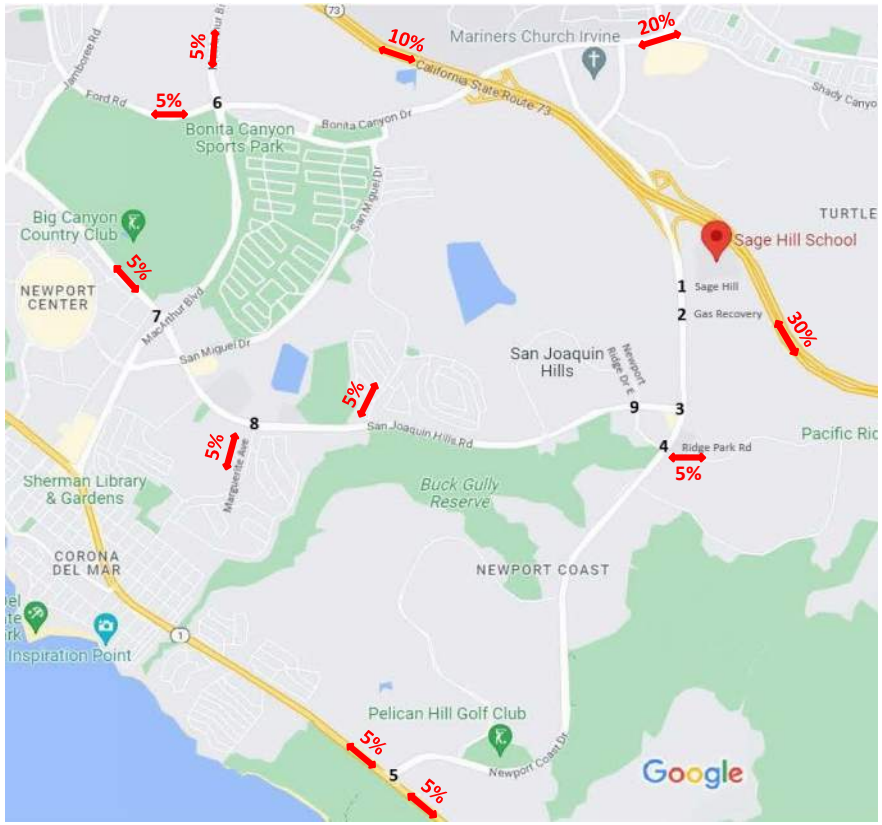
- **SR-73** is a limited-access, partial toll facility, named the San Joaquin Hills Transportation Corridor, which extends from Interstate 405 in Costa Mesa to Interstate 5 in San Juan Capistrano. SR-73 is an eight-lane highway north and east of the project site with on- and off-ramps at Newport Coast Drive. The posted speed limit is 65 miles per hour (mph) in both directions.

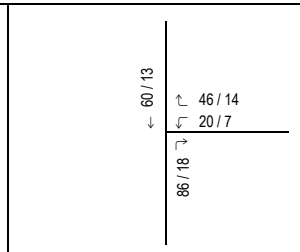
LSA

Table A: Project Trip Generation

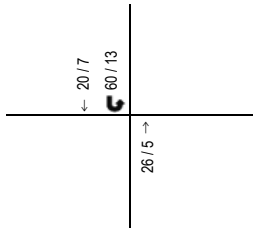
Land Use	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
Private School (K-8)		students	4.11	0.57	0.44	1.01	0.12	0.14	0.26
Existing Trip Generation									
Private School (K-8)	150	students	617	86	66	152	18	21	39

[1] Trip rates from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 11th Edition (2021). Land Use Code 530 - Private School (K-8)

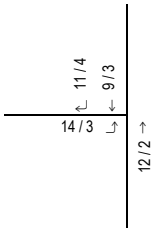




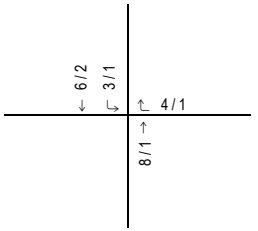
1 Newport Coast Dr/Sage Hill School



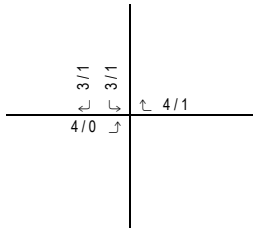
2 Newport Coast Dr/Gas Recovery



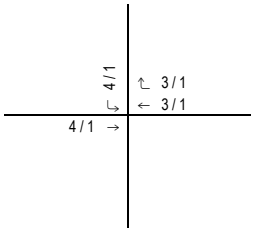
3 Newport Coast Dr/San Joaquin Hills Rd



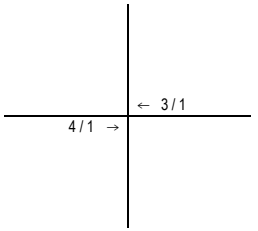
4 Newport Coast Dr/Ridge Park Rd



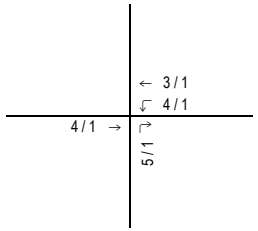
5 Newport Coast Dr/Coast Hwy



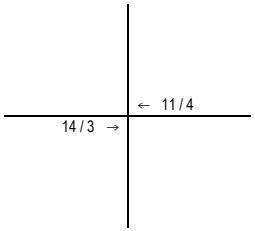
6 MacArthur Blvd/Ford Rd-Bonita Canyon Dr



7 MacArthur Blvd/San Joaquin Hills Rd



8 Marguerite Ave/San Joaquin Hills Rd



9 Newport Ridge Dr E/San Joaquin Hills Rd

LSA

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LEGEND

XXX / YYY AM / PM Volume

FIGURE 3

Sage Hill School Expansion

Project Trip Distribution and Trip Assignment

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- **Coast Highway** runs along the California coast and all the way through Newport Beach. Coast Highway is a four-to-eight lane roadway south of the project site. According to the City's Master Plan of Streets and Highways (City of Newport Beach 2022b), Coast Highway is classified as a Major Road (six-lane divided) between the eastern city limit and Pelican Point Drive, a Primary Road (four-lane divided) between Pelican Point Drive and MacArthur Boulevard, and a Major Road between MacArthur Boulevard and Jamboree Road. In the vicinity of Newport Coast Drive, the posted speed limits along Coast Highway are 55 mph west of Newport Coast Drive in both directions and 60 mph east of Newport Coast Drive in both directions. On-street (Class II) bicycle lanes are provided on both sides of the street. A sidewalk is provided on the north side of the street between the Los Trancos–Crystal Cove/Coast Highway intersection and the bus stop just west of the Newport Coast Drive/Coast Highway intersection. On-street parking is prohibited.

- **Newport Coast Drive** is a north-south divided roadway west of the project site with direct project access. According to the City's Master Plan of Streets and Highways, Newport Coast Drive is classified as a Major Road. The posted speed limits are 55 mph north of SR-73 in both directions and 60 mph south of SR-73 in both directions. When children are present in the school zone from just north of San Joaquin Hills Road to just south of Ridge Park Road, the speed limit is 25 mph in both directions. On-street (Class II) bicycle lanes are provided on both sides of the street. A sidewalk is provided on the east side of the street between Sage Hill School and Coast Highway. A sidewalk is provided on the west side of the street between the Newport Coast Community Center and Pelican Hill Road North and between Pelican Hill Road South and Coast Highway. On-street parking is prohibited.

- **San Joaquin Hills Road** is an east-west divided roadway south of the project site. According to the City's Master Plan of Streets and Highways, San Joaquin Hills Road is classified as a Primary Road between Newport Coast Drive and Spyglass Hill Road, a Major Road between Spyglass Hill Road and Jamboree Road, and a local street west of Jamboree Road. The posted speed limits are 55 mph between Newport Coast Drive and MacArthur Boulevard in both directions and 50 mph between MacArthur Boulevard and Jamboree Road in both directions. On-street (Class II) bicycle lanes and sidewalks are provided on both sides of the street. On-street parking is prohibited.

- **Ford Road–Bonita Canyon Drive** is an east-west divided roadway north of the project site. According to the City's Master Plan of Streets and Highways, Ford Road–Bonita Canyon Drive is classified as a Major Road east of SR-73 and a Primary Road west of SR-73. The posted speed limit is 50 mph in both directions. When children are present in the school zone between Turtle Ridge Drive and Shady Canyon Drive–Anteater Drive, the speed limit is 25 mph in both directions. On-street (Class II) bicycle lanes and sidewalks are provided on both sides of the street. On-street parking is prohibited.

- **MacArthur Boulevard** is a north-south divided roadway west of the project site. According to the City's Master Plan of Streets and Highways, MacArthur Boulevard is classified as a Major Road between Coast Highway and Ford Road–Bonita Canyon Drive, an Eight Lane Road between Ford Road–Bonita Canyon Drive and University Drive, and a Major Road between University Drive and the northern city limit. The posted speed limits are 55 mph between Coast Highway and San Joaquin Hills Road in both directions, 60 mph between San Joaquin Hills Road and Ford

Road–Bonita Canyon Drive in both directions, and 55 mph between Ford Road–Bonita Canyon Drive and Bison Avenue in both directions. On-street (Class II) bicycle lanes and sidewalks are provided on both sides of the street. On-street parking is prohibited.

- **Marguerite Avenue** is a north-south street west of the project site. According to the City's Master Plan of Streets and Highways, Marguerite Avenue is classified as a local street south of Coast Highway, a Commuter Roadway (two-lane undivided) between Coast Highway and 5th Avenue, a Secondary Road (four-lane undivided) between 5th Avenue and San Joaquin Hills Road, and a local street north of San Joaquin Hills Road. The posted speed limits are 40 mph between 5th Avenue and San Joaquin Hills Road in both directions and 25 mph in all other areas. On-street (Class II) bicycle lanes are provided on both sides of the street between 5th Avenue and San Joaquin Hills Road. Sidewalks are provided on both sides of the street. On-street parking is provided on both sides of the street south of 5th Avenue.

- **Ridge Park Road** is a local street south of the project site with sidewalks on both sides of the street. On-street parking is prohibited. The posted speed limits are 30 mph between San Joaquin Hills Road and Newport Coast Drive in both directions and 45 mph between Newport Coast Drive and the end of the street to the east in both directions.

- **Newport Ridge Drive East** is a local street south of the project site with sidewalks on both sides of the street. On-street parking is permitted. The posted speed limit is 40 mph in both directions.

Existing Baseline Intersection Level of Service

Figure 4 shows the existing intersection geometrics and traffic control devices at the nine initial study area intersections.

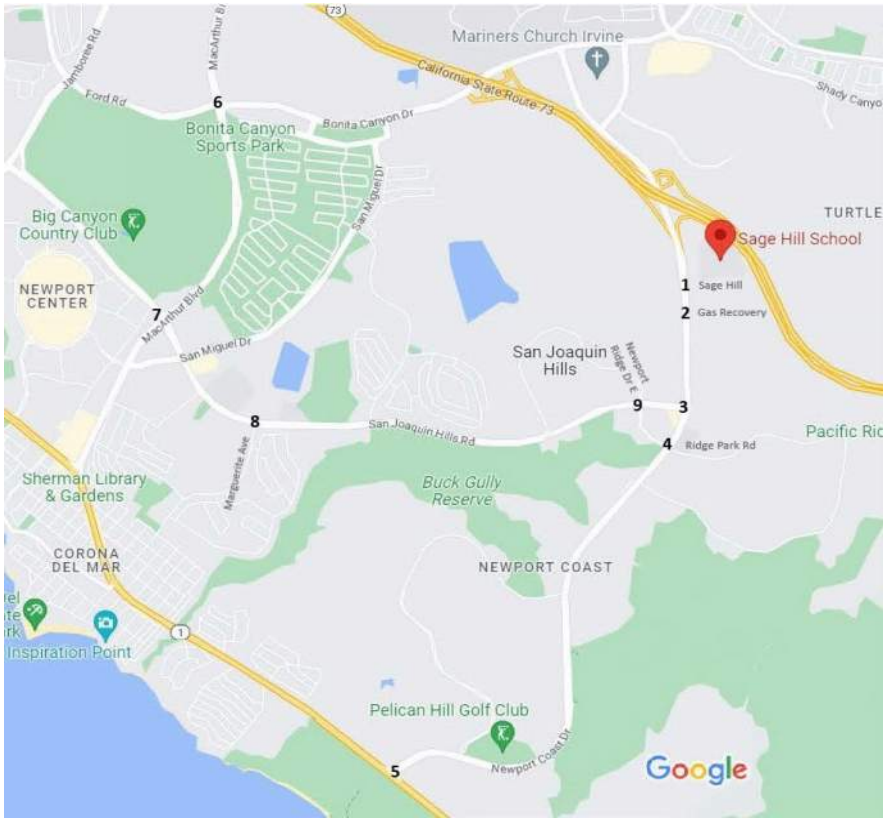
Transportation Studies, Inc., and Counts Unlimited collected peak-hour traffic volumes for the study area intersections in February 2023. The existing baseline peak-hour traffic volumes at the study area intersections are provided in Appendix A and illustrated on Figure 5.

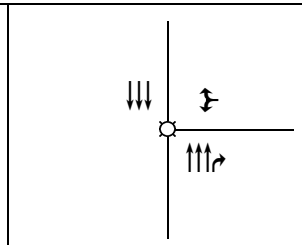
The results of the existing peak-hour LOS analysis for the study area intersections are summarized in Table B. As shown in this table, all study area intersections currently operate at a satisfactory LOS. The existing baseline ICU worksheets are provided in Appendix B.

Active Transportation

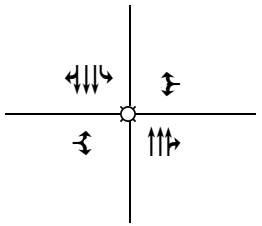
Transit Facilities

Transit facilities are not easily accessible to and from the project site. The nearest OCTA bus stops are 2.4 miles away at the San Miguel Drive/Old Ford Road intersection for Route 79 and 5.3 miles away at the Newport Coast Drive/Coast Highway intersection for Route 1. Route 79 provides transportation between Tustin and Newport Beach. Route 1 provides transportation between Long Beach and San Clemente. The OCTA bus system maps and bus stop locations are provided in Appendix C.

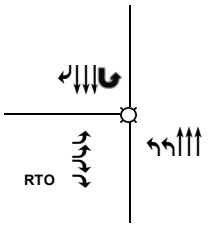




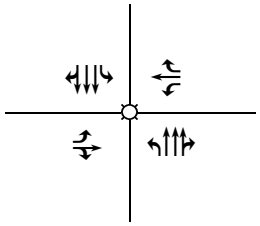
1 Newport Coast Dr/Sage Hill School



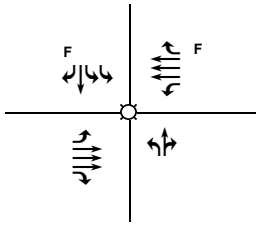
2 Newport Coast Dr/Gas Recovery



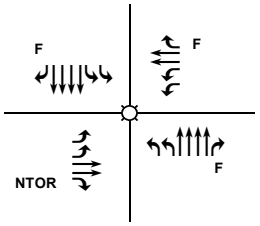
3 Newport Coast Dr/San Joaquin Hills Rd



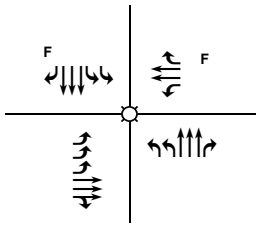
4 Newport Coast Dr/Ridge Park Rd



5 Newport Coast Dr/Coast Hwy



6 MacArthur Blvd/Ford Rd-Bonita Canyon Dr



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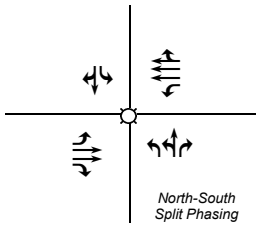
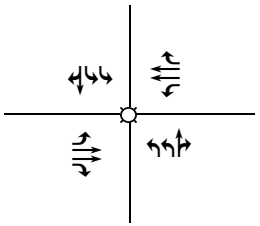


8 Marguerite Ave/San Joaquin Hills Rd



9 Newport Ridge Dr E/San Joaquin Hills Rd

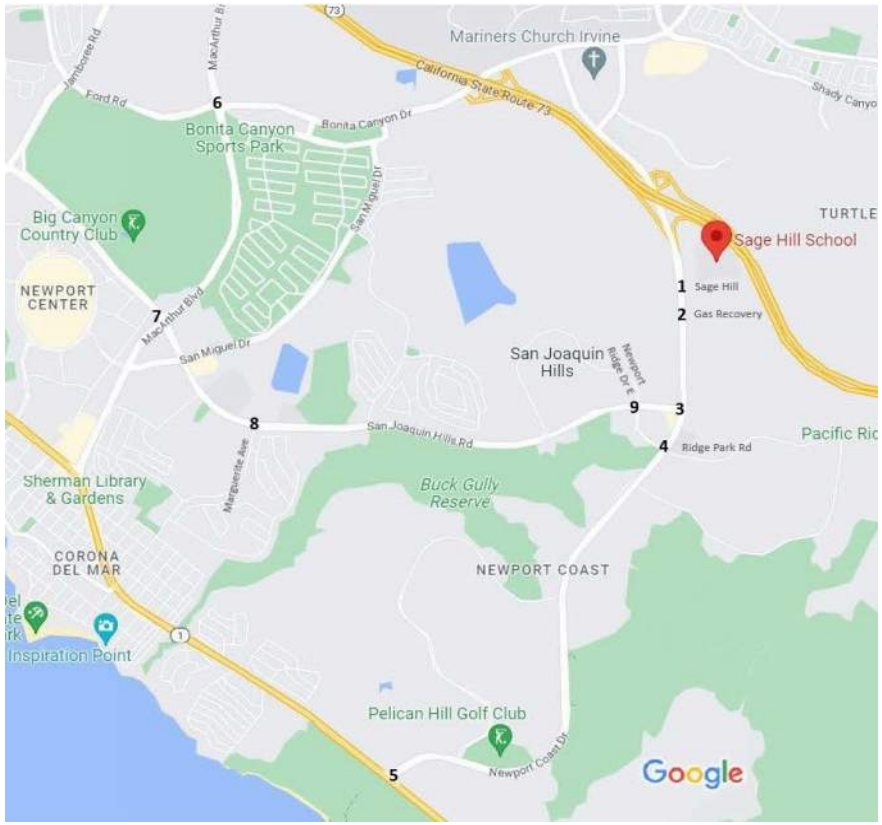
LSA

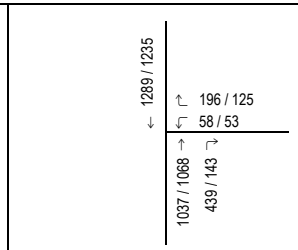
FIGURE 4

Legend

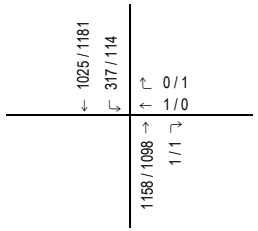
⌑	Signal	F	Free Right Turn	N	
NTOR	No Turn on Red				
RTO	Right-Turn Overlap				

Sage Hill School Expansion
Existing Intersection Geometrics

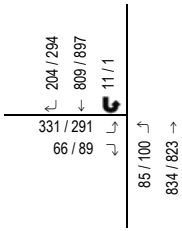




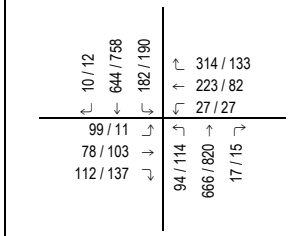
1 Newport Coast Dr/Sage Hill School



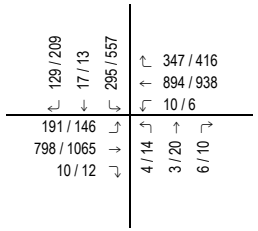
2 Newport Coast Dr/Gas Recovery



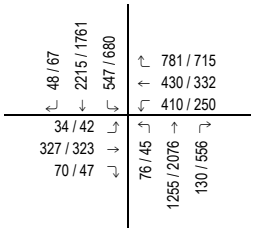
3 Newport Coast Dr/San Joaquin Hills Rd



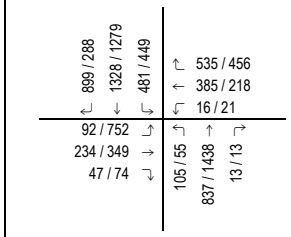
4 Newport Coast Dr/Ridge Park Rd



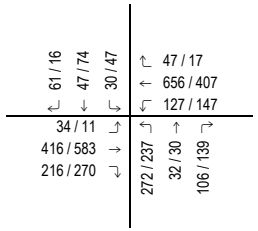
5 Newport Coast Dr/Coast Hwy



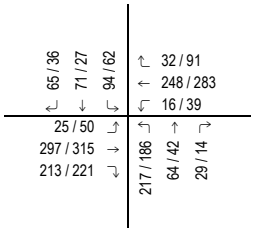
6 MacArthur Blvd/Ford Rd-Bonita Canyon Dr



7 MacArthur Blvd/San Joaquin Hills Rd



8 Marguerite Ave/San Joaquin Hills Rd



9 Newport Ridge Dr E/San Joaquin Hills Rd

LSA

N

LEGEND

XXX / YYY AM / PM Volume

FIGURE 5

Sage Hill School Expansion

Existing Peak-Hour Traffic Volumes

P:\CNB2101.02\xls\figures\Fig 5 - Existing Peak-Hour Volumes.xlsx (4/20/2023)

LSA

Table B: Existing Intersection Level of Service Summary

	Intersection	Existing			
		AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS
1	Newport Coast Drive/Sage Hill School	0.43	A	0.37	A
2	Newport Coast Drive/Gas Recovery	0.56	A	0.42	A
3	Newport Coast Drive/San Joaquin Hills Road	0.30	A	0.31	A
4	Newport Coast Drive/Ridge Park Road	0.51	A	0.46	A
5	Newport Coast Drive/Coast Highway	0.40	A	0.48	A
6	MacArthur Boulevard/Ford Road–Bonita Canyon Drive	0.60	A	0.72	C
7	MacArthur Boulevard/San Joaquin Hills Road	0.46	A	0.67	B
8	Marguerite Avenue/San Joaquin Hills Road	0.38	A	0.42	A
9	Newport Ridge Drive East–Ridge Park Road/San Joaquin Hills Road	0.30	A	0.26	A

ICU = Intersection Capacity Utilization

LOS = level of service

Bicycle Circulation

Class II bicycle lanes are provided in the vicinity of the project site on Newport Coast Drive and San Joaquin Hills Road. Bicycle travel is possible between the project site and residences and other uses in the vicinity of the project site.

Pedestrian Circulation

Sidewalks and walkways are provided within the existing school campus. Sidewalks exist on the east side of Newport Coast Drive south of Sage Hill School and the west side of Newport Coast Drive south of the Newport Coast Community Center. Sidewalks also exist on both sides of San Joaquin Hills Road. The pedestrian and bicycle facilities provide opportunities for the public to use alternative modes of transportation and connections to a variety of commercial, residential, and employment destinations. Land uses close to the project site include commercial uses and residences, all of which are accessible by non-automotive means.

FUTURE YEAR 2027 CONDITIONS

The City requires that the proposed project be analyzed 1 year after the project opening year. The proposed project is anticipated to open in 2026; therefore, an analysis year of 2027 was used in the future year analysis.

Future Year 2027 Baseline Intersection Level of Service

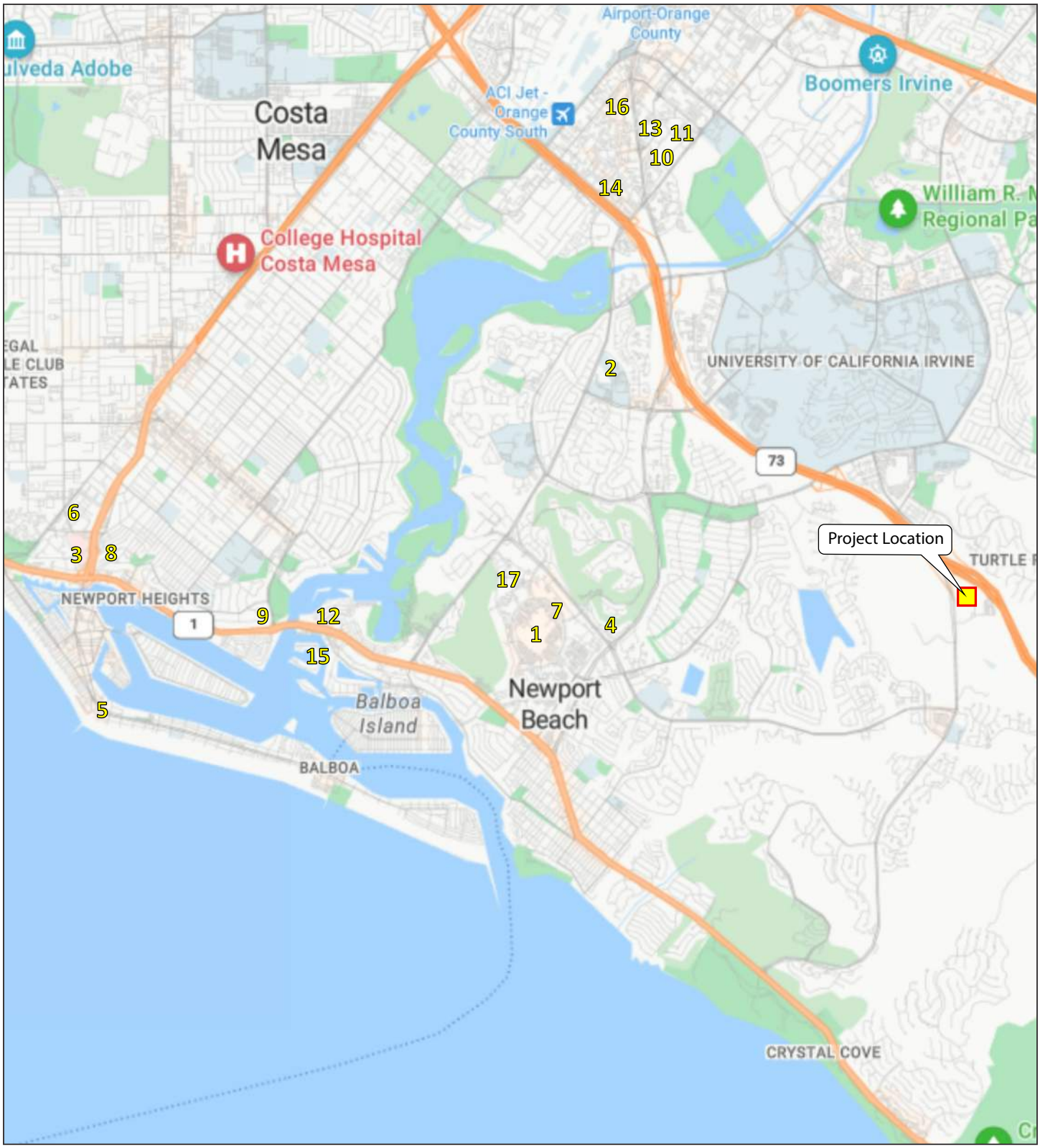
The Future Year 2027 condition was developed by applying a growth rate to the existing traffic volumes and adding trips from approved projects in the vicinity. A 1 percent per year growth rate was added to all traffic volumes on Coast Highway and MacArthur Boulevard, consistent with the City's Regional Traffic Annual Growth Rate table (provided in Appendix D).

Approved Projects

The City provided the trip assignment for 17 approved projects at each study area intersection. Figure 6 illustrates the approved projects' locations. Detailed trip assignment for the approved projects is provided in Appendix E.

The approved projects include:

1. Fashion Island Expansion
2. Temple Bat Yahm Expansion
3. Hoag Hospital Phase III
4. St. Mark Presbyterian Church
5. 2300 Newport Boulevard (VUE)
6. Hoag Health Center
7. North Newport Center
8. 328 Old Newport Medical Office General Plan Amendment
9. Mariner's Pointe
10. Uptown Newport Phase 1
11. Uptown Newport Phase 2
12. Back Bay Landing
13. Residences at 4400 Von Karman
14. Picerne Residential (1400 Bristol Street North)
15. Balboa Marina West
16. Newport Crossings
17. Museum House—Vivante Senior Center



LSA

LEGEND

Project Site

Approved Project

N

NO SCALE

SOURCE: Bing Maps 2023

I:\CBD2101\G\Approved_Projects.ai (4/20/2023)

FIGURE 6

Sage Hill School Expansion

Approved Project Locations

The ambient growth volumes on Coast Highway and MacArthur Boulevard as well as the approved project trips at the study area intersections were added to the existing peak-hour volumes to develop the Future Year 2027 baseline peak-hour traffic volumes. Figure 7 shows the resulting Future Year 2027 baseline peak-hour traffic volumes.

1 Percent Traffic Volume Analysis

A 1 percent traffic volume analysis was prepared to identify any study area intersection where traffic from the proposed project would increase traffic on any leg by 1 percent or more. The Future Year 2027 condition was used as the baseline for the 1 percent volume analysis. Table C provides a summary of the 1 percent volume analysis.

As shown in Table C, application of the 1 percent traffic volume analysis to the study area intersections would result in an increase in traffic volumes on any leg by 1 percent or more in the Future Year 2027 Plus Project condition in the following seven study area intersections:

1. Newport Coast Drive/Sage Hill School
2. Newport Coast Drive/Gas Recovery
3. Newport Coast Drive/San Joaquin Hills Road
4. Newport Coast Drive/Ridge Park Road
5. Newport Coast Drive/Coast Highway
8. Marguerite Avenue/San Joaquin Hills Road
9. Newport Ridge Drive East–Ridge Park Road/San Joaquin Hills Road

The results of the Future Year 2027 peak-hour LOS analysis for the study area intersections are summarized in Table D. As shown in this table, all study area intersections are forecast to operate at a satisfactory LOS.

Future Year 2027 Plus Project Intersection Level of Service

To determine the Future Year 2027 Plus Project condition, traffic generated by the proposed project was added to Future Year 2027 traffic volumes. Figure 8 shows the resulting Future Year 2027 Plus Project peak-hour traffic volumes.

Table D summarizes the results of the Future Year 2027 Plus Project peak-hour LOS analysis for the study area intersections. As shown in Table D, with the addition of the proposed project, the study area intersections are forecast to operate at a satisfactory LOS. Therefore, the proposed project can be implemented with no peak-hour LOS impacts at the study area intersections in the Future Year 2027 condition.

LSA

N

LEGEND
XXX / YYY AM / PM Volume

FIGURE 7

Sage Hill School Expansion
Future Year 2027 Peak-Hour Traffic Volumes

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LSA

Table C: City of Newport Beach 1 Percent Volume Analysis Summary

	Primary Intersection	Peak Hour	Approach Volumes												1 Percent Test Satisfied?
			Northbound			Southbound			Eastbound			Westbound			
			Project	Base	Percent Increase	Project	Base	Percent Increase	Project	Base	Percent Increase	Project	Base	Percent Increase	
1	Newport Coast Drive/Sage Hill School	AM	86	1,476	5.83%	60	1,289	4.65%	-	-	-	66	254	25.98%	
		PM	18	1,211	1.49%	13	1,235	1.05%	-	-	-	21	178	11.80%	Yes
2	Newport Coast Drive/Gas Recovery	AM	26	1,159	2.24%	80	1,342	5.96%	-	-	-	0	1	0.00%	
		PM	5	1,099	0.45%	20	1,295	1.54%	-	-	-	0	1	0.00%	Yes
3	Newport Coast Drive/San Joaquin Hills Road	AM	12	919	1.31%	20	1,024	1.95%	14	397	3.53%	-	-	-	
		PM	2	926	0.22%	7	1,195	0.59%	3	386	0.78%	-	-	-	Yes
4	Newport Coast Drive/Ridge Park Road	AM	8	777	1.03%	9	836	1.08%	0	289	0.00%	4	564	0.71%	
		PM	1	949	0.11%	3	960	0.31%	0	251	0.00%	1	242	0.41%	Yes
5	Newport Coast Drive/Coast Highway	AM	0	13	0.00%	6	441	1.36%	4	1,054	0.38%	4	1,317	0.30%	
		PM	0	44	0.00%	2	779	0.26%	0	1,288	0.00%	1	1,419	0.07%	Yes
6	MacArthur Boulevard/Ford Road–Bonita Canyon Drive	AM	0	1,552	0.00%	4	2,989	0.13%	4	431	0.93%	6	1,623	0.37%	
		PM	0	2,876	0.00%	1	2,644	0.04%	1	412	0.24%	2	1,303	0.15%	No
7	MacArthur Boulevard/San Joaquin Hills Road	AM	0	1,000	0.00%	0	2,890	0.00%	4	414	0.97%	3	942	0.32%	
		PM	0	1,579	0.00%	0	2,147	0.00%	1	1,273	0.08%	1	703	0.14%	No
8	Marguerite Avenue/San Joaquin Hills Road	AM	5	410	1.22%	0	138	0.00%	4	666	0.60%	7	830	0.00%	
		PM	1	406	0.25%	0	137	0.00%	1	870	0.11%	2	577	0.00%	Yes
9	Newport Ridge Drive East–Ridge Park Road/San Joaquin Hills Road	AM	0	310	0.00%	0	230	0.00%	14	535	2.62%	11	296	3.72%	
		PM	0	242	0.00%	0	125	0.00%	3	592	0.51%	4	419	0.95%	Yes

= project contribution of 1 percent or more

LSA

Table D: Future Year 2027 Intersection Level of Service Summary

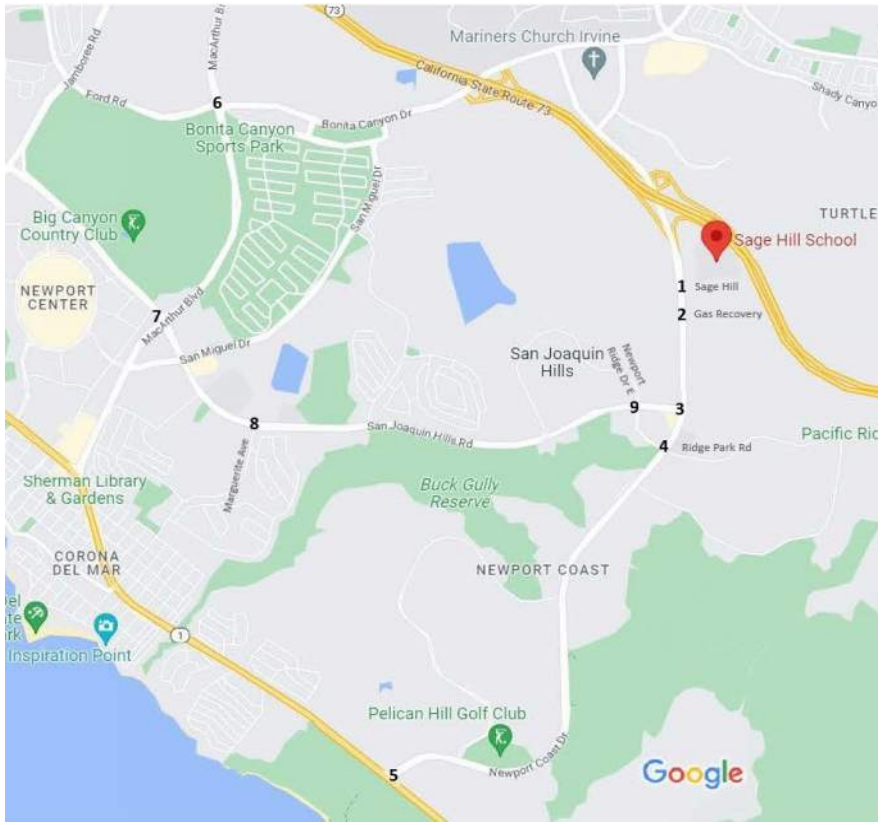
	Intersection	Future Year 2027				Future Year 2027 Plus Project				Peak-Hour Δ in ICU		Project LOS Impact?	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour					
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	AM	PM	AM	PM
1	Newport Coast Drive/Sage Hill School	0.43	A	0.37	A	0.53	A	0.38	A	0.10	0.01	No	No
2	Newport Coast Drive/Gas Recovery	0.56	A	0.42	A	0.61	B	0.42	A	0.05	0.00	No	No
3	Newport Coast Drive/San Joaquin Hills Road	0.30	A	0.31	A	0.31	A	0.31	A	0.01	0.00	No	No
4	Newport Coast Drive/Ridge Park Road	0.51	A	0.46	A	0.52	A	0.46	A	0.01	0.00	No	No
5	Newport Coast Drive/Coast Highway	0.42	A	0.49	A	0.42	A	0.49	A	0.00	0.00	No	No
6	MacArthur Boulevard/Ford Road–Bonita Canyon Drive	0.62	B	0.75	C	-	-	-	-	-	-	N/A	N/A
7	MacArthur Boulevard/San Joaquin Hills Road	0.49	A	0.71	C	-	-	-	-	-	-	N/A	N/A
8	Marguerite Avenue/San Joaquin Hills Road	0.38	A	0.42	A	0.38	A	0.42	A	0.00	0.00	No	No
9	Newport Ridge Drive East–Ridge Park Road/San Joaquin Hills Road	0.30	A	0.26	A	0.30	A	0.26	A	0.00	0.00	No	No

Δ = change in

ICU = Intersection Capacity Utilization

LOS = level of service

N/A = not applicable



1 Newport Coast Dr/Sage Hill School

	1349 / 1248 ↓	↱ 242 / 139
		↰ 78 / 60
1037 / 1068 →		525 / 161 ↱

2 Newport Coast Dr/Gas Recovery

	1045 / 1188 ↓	377 / 127 ↳
		↱ 0 / 1
		← 1 / 0
1184 / 1103 →		1 / 1 ↱

3 Newport Coast Dr/San Joaquin Hills Rd

	215 / 301 ↲	818 / 900 ↓
345 / 297 ↰		
66 / 92 ↲		85 / 103 ↰
		846 / 825 →

4 Newport Coast Dr/Ridge Park Rd

	10 / 12 ↲	650 / 760 ↓	185 / 191 ↳
			↱ 318 / 134
			← 223 / 82
			↰ 27 / 27
99 / 11 ↰			94 / 114 ↑
78 / 103 →			674 / 821 →
112 / 137 ↲			17 / 15 ↱

5 Newport Coast Dr/Coast Hwy

	132 / 210 ↲	17 / 13 ↓	298 / 558 ↳
			↱ 365 / 434
			← 946 / 980
			↰ 10 / 6
203 / 152 ↰			↑
845 / 1124 →			3 / 20 →
10 / 12 ↲			6 / 10 ↱

6 MacArthur Blvd/Ford Rd-Bonita Canyon Dr

	50 / 70 ↲	2370 / 1867 ↓	573 / 708 ↳
			↱ 784 / 716
			← 433 / 333
			↰ 412 / 256
34 / 42 ↰			↑
331 / 324 →			1333 / 2240 →
70 / 47 ↲			140 / 589 ↱

7 MacArthur Blvd/San Joaquin Hills Rd

	1002 / 339 ↲	1387 / 1340 ↓	501 / 468 ↳
			↱ 535 / 456
			← 394 / 227
			↰ 16 / 21
128 / 843 ↰			↑
242 / 356 →			875 / 1505 →
48 / 75 ↲			14 / 14 ↱

8 Marguerite Ave/San Joaquin Hills Rd

	61 / 16 ↲	47 / 74 ↓	30 / 47 ↳
			↱ 47 / 17
			← 659 / 414
			↰ 131 / 148
34 / 11 ↰			↑
420 / 590 →			272 / 237 →
216 / 270 ↲			32 / 30 ↱
			111 / 140

9 Newport Ridge Dr E/San Joaquin Hills Rd

	65 / 36 ↲	71 / 27 ↓	94 / 62 ↳
			↱ 32 / 91
			← 259 / 293
			↰ 16 / 39
25 / 50 ↰			↑
311 / 324 →			217 / 186 →
213 / 221 ↲			64 / 42 ↱
			29 / 14

LSA

N

LEGEND

XXX / YYY AM / PM Volume

FIGURE 8

Sage Hill School Expansion

Future Year 2027 Plus Project Peak-Hour Traffic Volumes

P:\CNB2101.02\xls\figures\Fig 8 - Future Year 2027 Plus Project Peak-Hour Volumes.xlsx (4/20/2023)

ACCESS AND ON-SITE CIRCULATION

As previously described, access to the campus is provided via the signalized RIROLO intersection of Newport Coast Drive/Sage Hill School. The regional trip distribution and assignment of the proposed project are illustrated on Figure 3. Based on the LOS analysis, Newport Coast Drive/Sage Hill School currently operates at satisfactory LOS A during both peak hours. With implementation of the proposed project, this intersection would continue operating at satisfactory LOS A during both peak hours. As such, adequate access is provided for the existing site and the proposed project.

CONGESTION MANAGEMENT PROGRAM CONSISTENCY REQUIREMENTS

The County of Orange CMP Highway System includes one roadway arterial in the project area: Coast Highway, but it does not include any intersections within the study area. Based on the CMP requirements, a TIA is required for CMP purposes if a project would generate 2,400 or more ADT. For projects that would directly access a CMP Highway System roadway, a reduced threshold of 1,600 ADT is applied. The proposed project is forecast to generate 617 ADT. As such, a CMP level analysis is not required. Therefore, this TIA complies with the CMP requirements.

CONCLUSIONS

Based on the results of this TIA, the proposed project could be implemented without adversely affecting the study area intersections. The evaluation of the study area intersection LOS shows that the addition of project traffic would not create LOS impacts. Based on the site plan layout, adequate access and on-site circulation would be provided.

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_____. 2021b. *Guidance for Administration of the Orange County Master Plan of Arterial Highways*.

APPENDIX A

EXISTING TRAFFIC VOLUMES

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Newport Beach
N/S: Newport Coast Drive
E/W: Sage Hill
Weather: Clear

File Name : 01_NPB_NC_Sage AM
Site Code : 00323163
Start Date : 2/15/2023
Page No : 1

Groups Printed- Total Volume

	Newport Coast Drive Southbound			Sage Hill Westbound			Newport Coast Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	129	129	0	0	0	95	4	99	228
07:15 AM	0	161	161	2	3	5	142	16	158	324
07:30 AM	0	246	246	4	12	16	204	45	249	511
07:45 AM	0	290	290	8	30	38	245	68	313	641
Total	0	826	826	14	45	59	686	133	819	1704
08:00 AM	0	308	308	8	29	37	280	79	359	704
08:15 AM	0	385	385	27	87	114	244	209	453	952
08:30 AM	0	306	306	15	50	65	268	83	351	722
08:45 AM	0	298	298	4	3	7	207	13	220	525
Total	0	1297	1297	54	169	223	999	384	1383	2903
Grand Total	0	2123	2123	68	214	282	1685	517	2202	4607
Apprch %	0	100		24.1	75.9		76.5	23.5		
Total %	0	46.1	46.1	1.5	4.6	6.1	36.6	11.2	47.8	

	Newport Coast Drive Southbound			Sage Hill Westbound			Newport Coast Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	290	290	8	30	38	245	68	313	641
08:00 AM	0	308	308	8	29	37	**280**	79	359	704
08:15 AM	0	**385**	**385**	**27**	**87**	**114**	244	**209**	**453**	**952**
08:30 AM	0	306	306	15	50	65	268	83	351	722
Total Volume	0	1289	1289	58	196	254	1037	439	1476	3019
% App. Total	0	100		22.8	77.2		70.3	29.7		
PHF	.000	.837	.837	.537	.563	.557	.926	.525	.815	.793

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City of Newport Beach
N/S: Newport Coast Drive
E/W: Sage Hill
Weather: Clear

File Name : 01_NPB_NC_Sage AM
Site Code : 00323163
Start Date : 2/15/2023
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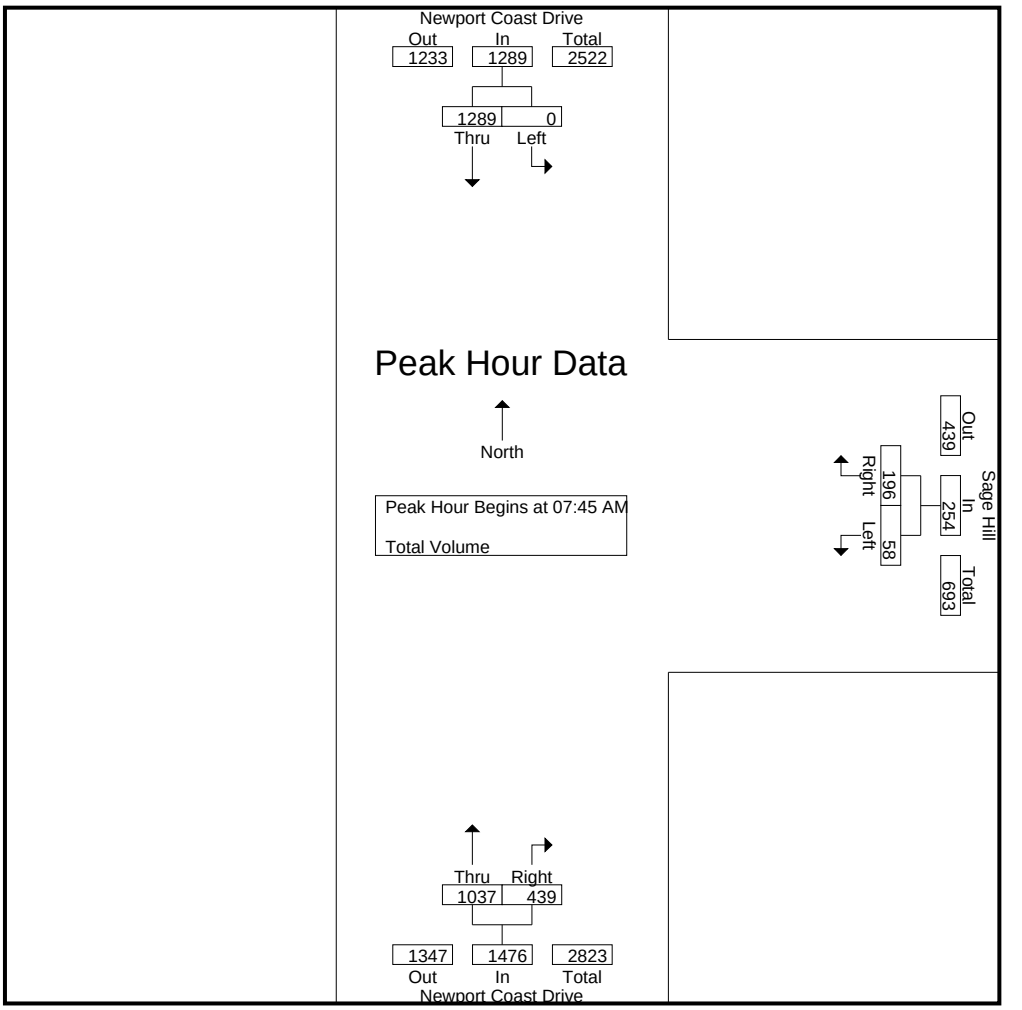

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			07:45 AM			07:45 AM		
+0 mins.	0	308	308	8	30	38	245	68	313
+15 mins.	0	**385**	**385**	8	29	37	**280**	79	359
+30 mins.	0	306	306	**27**	**87**	**114**	244	**209**	**453**
+45 mins.	0	298	298	15	50	65	268	83	351
Total Volume	0	1297	1297	58	196	254	1037	439	1476
% App. Total	0	100		22.8	77.2		70.3	29.7	
PHF	.000	.842	.842	.537	.563	.557	.926	.525	.815

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File Name : 01_NPB_NC_Sage PM
Site Code : 00323163
Start Date : 2/15/2023
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Groups Printed- Total Volume

	Newport Coast Drive Southbound			Sage Hill Westbound			Newport Coast Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:30 PM	0	243	243	6	29	35	306	19	325	603
04:45 PM	0	304	304	8	18	26	266	38	304	634
Total	0	547	547	14	47	61	572	57	629	1237
05:00 PM	0	318	318	22	35	57	278	47	325	700
05:15 PM	0	304	304	10	28	38	274	33	307	649
05:30 PM	0	309	309	13	44	57	250	25	275	641
05:45 PM	0	281	281	7	18	25	215	44	259	565
Total	0	1212	1212	52	125	177	1017	149	1166	2555
06:00 PM	0	202	202	9	19	28	237	30	267	497
06:15 PM	0	227	227	9	26	35	206	44	250	512
Grand Total	0	2188	2188	84	217	301	2032	280	2312	4801
Apprch %	0	100		27.9	72.1		87.9	12.1		
Total %	0	45.6	45.6	1.7	4.5	6.3	42.3	5.8	48.2	

	Newport Coast Drive Southbound			Sage Hill Westbound			Newport Coast Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	304	304	8	18	26	266	38	304	634
05:00 PM	0	**318**	**318**	**22**	35	**57**	**278**	**47**	**325**	**700**
05:15 PM	0	304	304	10	28	38	274	33	307	649
05:30 PM	0	309	309	13	**44**	57	250	25	275	641
Total Volume	0	1235	1235	53	125	178	1068	143	1211	2624
% App. Total	0	100		29.8	70.2		88.2	11.8		
PHF	.000	.971	.971	.602	.710	.781	.960	.761	.932	.937

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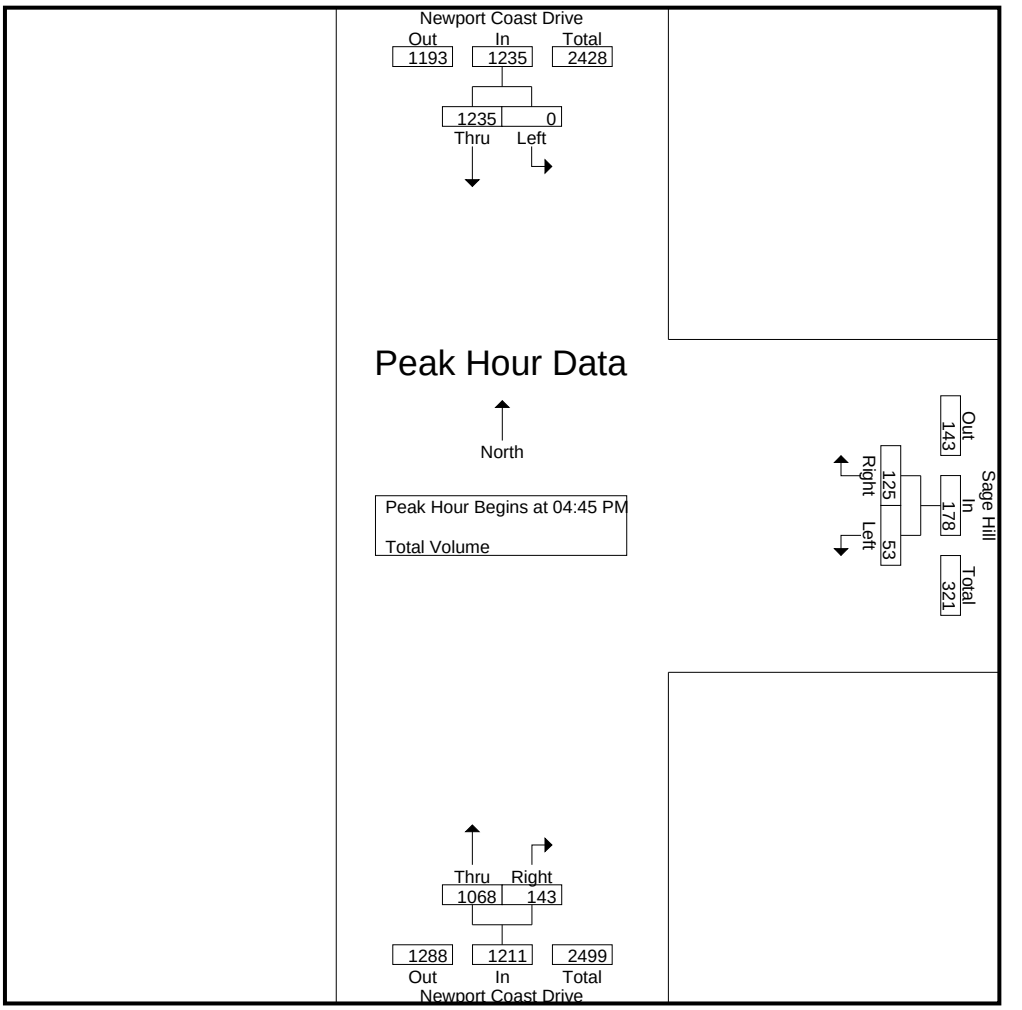

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:30 PM		
+0 mins.	0	304	304	8	18	26	**306**	19	**325**
+15 mins.	0	**318**	**318**	**22**	35	**57**	266	38	304
+30 mins.	0	304	304	10	28	38	278	**47**	325
+45 mins.	0	309	309	13	**44**	57	274	33	307
Total Volume	0	1235	1235	53	125	178	1124	137	1261
% App. Total	0	100		29.8	70.2		89.1	10.9	
PHF	.000	.971	.971	.602	.710	.781	.918	.729	.970

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City of Newport Beach
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E/W: Renewable Energy Facility Driveway
Weather: Clear

File Name : 02_NPB_NC_Gas AM
Site Code : 00323163
Start Date : 2/15/2023
Page No : 1

Groups Printed- Total Volume

	Newport Coast Drive Southbound					Renewable Energy Facility Driveway Westbound				Newport Coast Drive Northbound					Construction Driveway Eastbound				
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	118	0	6	124	0	1	0	1	0	96	0	0	96	0	0	0	0	221
07:15 AM	0	149	0	15	164	1	1	0	2	0	144	0	0	144	1	0	0	1	311
07:30 AM	0	197	0	36	233	0	0	0	0	0	215	0	0	215	0	0	0	0	448
07:45 AM	0	240	0	58	298	0	0	0	0	0	253	0	0	253	0	0	0	0	551
Total	0	704	0	115	819	1	2	0	3	0	708	0	0	708	1	0	0	1	1531
08:00 AM	0	231	0	67	298	0	1	0	1	0	292	1	0	293	0	0	0	0	592
08:15 AM	0	278	0	132	410	0	0	0	0	0	320	0	0	320	0	0	0	0	730
08:30 AM	0	276	0	60	336	0	0	0	0	0	293	0	0	293	0	0	0	0	629
08:45 AM	0	283	4	15	302	0	0	0	0	0	199	0	0	199	0	0	0	0	501
Total	0	1068	4	274	1346	0	1	0	1	0	1104	1	0	1105	0	0	0	0	2452
Grand Total	0	1772	4	389	2165	1	3	0	4	0	1812	1	0	1813	1	0	0	1	3983
Apprch %	0	81.8	0.2	18		25	75	0		0	99.9	0.1	0		100	0	0		
Total %	0	44.5	0.1	9.8	54.4	0	0.1	0	0.1	0	45.5	0	0	45.5	0	0	0	0	

	Newport Coast Drive Southbound					Renewable Energy Facility Driveway Westbound				Newport Coast Drive Northbound					Construction Driveway Eastbound				
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:45 AM																			
07:45 AM	0	240	0	58	298	0	0	0	0	0	253	0	0	253	0	0	0	0	551
08:00 AM	0	231	0	67	298	0	**1**	0	**1**	0	292	**1**	0	293	0	0	0	0	592
08:15 AM	0	**278**	0	**132**	**410**	0	0	0	0	0	**320**	0	0	**320**	0	0	0	0	**730**
08:30 AM	0	276	0	60	336	0	0	0	0	0	293	0	0	293	0	0	0	0	629
Total Volume	0	1025	0	317	1342	0	1	0	1	0	1158	1	0	1159	0	0	0	0	2502
% App. Total	0	76.4	0	23.6		0	100	0		0	99.9	0.1	0		0	0	0		
PHF	.000	.922	.000	.600	.818	.000	.250	.000	.250	.000	.905	.250	.000	.905	.000	.000	.000	.000	.857

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File Name : 02_NPB_NC_Gas AM
Site Code : 00323163
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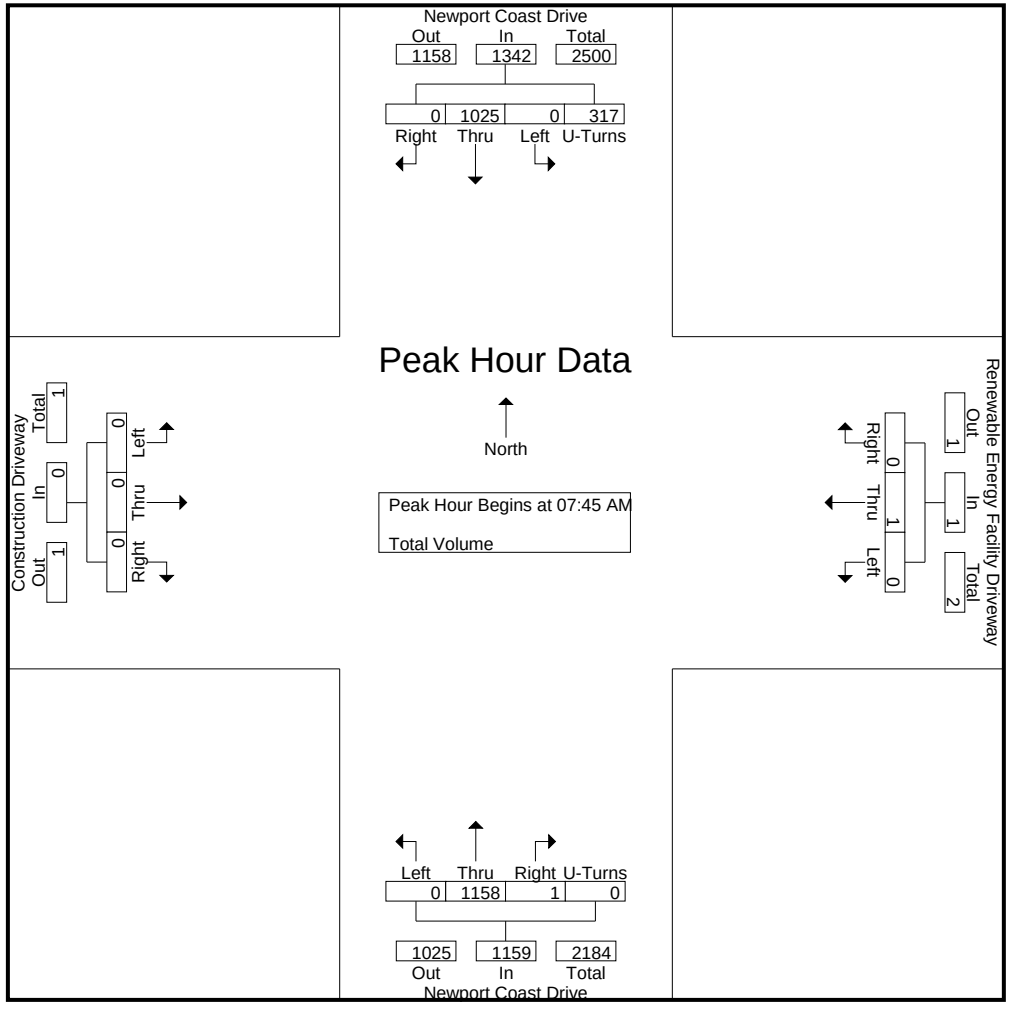

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Site Code : 00323163
Start Date : 2/15/2023

	Newport Coast Drive Southbound					Renewable Energy Facility Driveway Westbound				Newport Coast Drive Northbound					Construction Driveway Eastbound				
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Each Approach Begins at:																			
	08:00 AM					07:00 AM				07:45 AM					07:00 AM				
+0 mins.	0	231	0	67	298	0	**1**	0	1	0	253	0	0	253	0	0	0	0	
+15 mins.	0	278	0	**132**	**410**	**1**	1	0	**2**	0	292	**1**	0	293	**1**	0	0	**1**	
+30 mins.	0	276	0	60	336	0	0	0	0	0	**320**	0	0	**320**	0	0	0	0	
+45 mins.	0	**283**	**4**	15	302	0	0	0	0	0	293	0	0	293	0	0	0	0	
Total Volume	0	1068	4	274	1346	1	2	0	3	0	1158	1	0	1159	1	0	0	1	
% App. Total	0	79.3	0.3	20.4		33.3	66.7	0		0	99.9	0.1	0		100	0	0		
PHF	.000	.943	.250	.519	.821	.250	.500	.000	.375	.000	.905	.250	.000	.905	.250	.000	.000	.250	

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File Name : 02_NPB_NC_Gas PM
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Groups Printed- Total Volume

	Newport Coast Drive Southbound					Renewable Energy Facility Driveway Westbound				Newport Coast Drive Northbound					Construction Driveway Eastbound				
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	0	227	0	21	248	0	0	0	0	0	308	0	0	308	0	0	0	0	556
04:45 PM	0	277	0	24	301	0	0	0	0	0	292	0	0	292	0	0	0	0	593
Total	0	504	0	45	549	0	0	0	0	0	600	0	0	600	0	0	0	0	1149
05:00 PM	0	307	0	37	344	0	0	0	0	0	282	0	0	282	0	0	0	0	626
05:15 PM	0	290	0	29	319	0	0	0	0	0	279	0	0	279	0	0	0	0	598
05:30 PM	0	307	0	24	331	0	0	1	1	0	245	1	0	246	0	0	0	0	578
05:45 PM	0	251	0	34	285	0	0	0	0	0	233	0	0	233	0	0	0	0	518
Total	0	1155	0	124	1279	0	0	1	1	0	1039	1	0	1040	0	0	0	0	2320
06:00 PM	0	197	0	20	217	0	0	0	0	0	239	0	0	239	0	0	0	0	456
06:15 PM	0	215	0	25	240	0	0	1	1	0	224	1	0	225	0	0	0	0	466
Grand Total	0	2071	0	214	2285	0	0	2	2	0	2102	2	0	2104	0	0	0	0	4391
Apprch %	0	90.6	0	9.4		0	0	100		0	99.9	0.1	0		0	0	0		
Total %	0	47.2	0	4.9	52	0	0	0	0	0	47.9	0	0	47.9	0	0	0	0	

	Newport Coast Drive Southbound					Renewable Energy Facility Driveway Westbound				Newport Coast Drive Northbound					Construction Driveway Eastbound				
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:45 PM																			
04:45 PM	0	277	0	24	301	0	0	0	0	0	**292**	0	0	**292**	0	0	0	0	593
05:00 PM	0	**307**	0	**37**	**344**	0	0	0	0	0	282	0	0	282	0	0	0	0	**626**
05:15 PM	0	290	0	29	319	0	0	0	0	0	279	0	0	279	0	0	0	0	598
05:30 PM	0	307	0	24	331	0	0	**1**	**1**	0	245	**1**	0	246	0	0	0	0	578
Total Volume	0	1181	0	114	1295	0	0	1	1	0	1098	1	0	1099	0	0	0	0	2395
% App. Total	0	91.2	0	8.8		0	0	100		0	99.9	0.1	0		0	0	0		
PHF	.000	.962	.000	.770	.941	.000	.000	.250	.250	.000	.940	.250	.000	.941	.000	.000	.000	.000	.956

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File Name : 02_NPB_NC_Gas PM
Site Code : 00323163
Start Date : 2/15/2023
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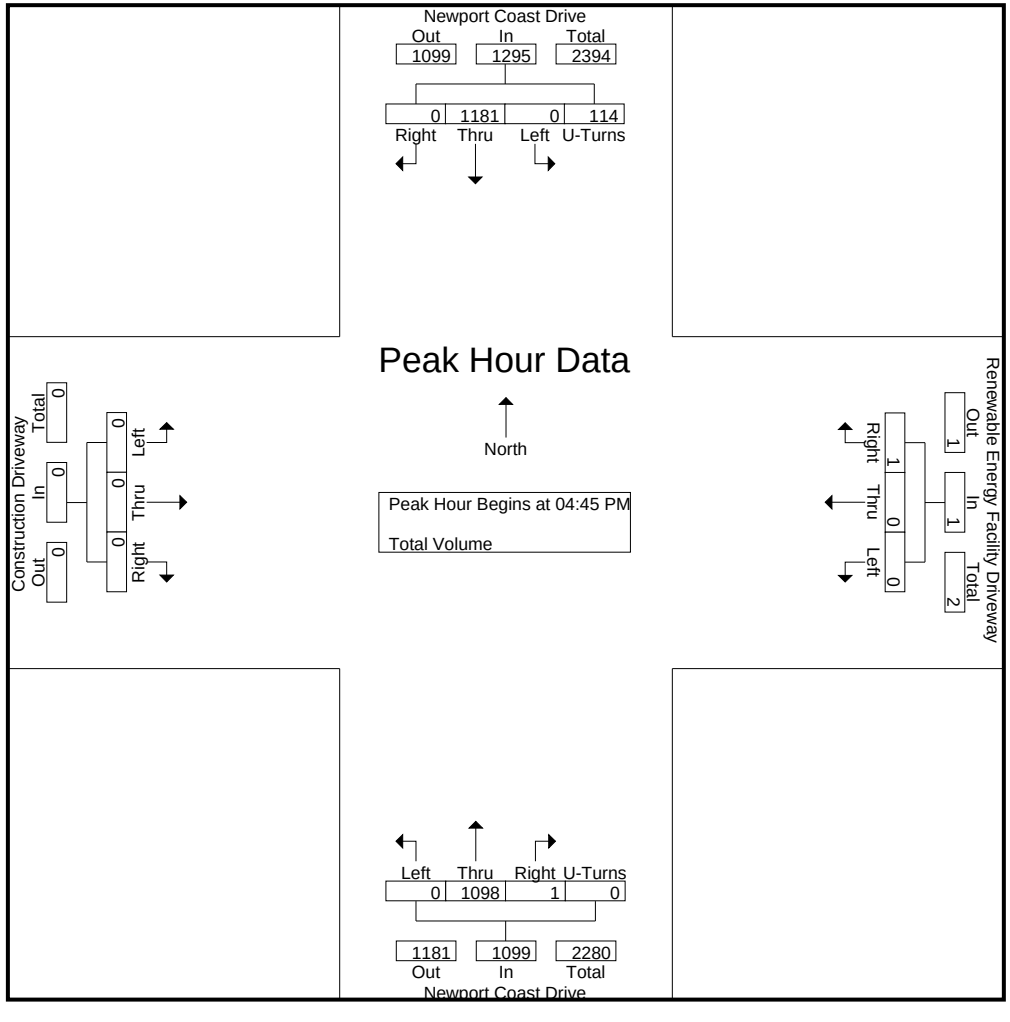

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File Name : 02_NPB_NC_Gas PM
Site Code : 00323163
Start Date : 2/15/2023

	Newport Coast Drive Southbound					Renewable Energy Facility Driveway Westbound				Newport Coast Drive Northbound					Construction Driveway Eastbound				
Start Time	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																			
Peak Hour for Each Approach Begins at:																			
	04:45 PM					05:30 PM				04:30 PM					04:30 PM				
+0 mins.	0	277	0	24	301	0	0	**1**	**1**	0	**308**	0	0	**308**	0	0	0	0	
+15 mins.	0	**307**	0	**37**	**344**	0	0	0	0	0	292	0	0	292	0	0	0	0	
+30 mins.	0	290	0	29	319	0	0	0	0	0	282	0	0	282	0	0	0	0	
+45 mins.	0	307	0	24	331	0	0	1	1	0	279	0	0	279	0	0	0	0	
Total Volume	0	1181	0	114	1295	0	0	2	2	0	1161	0	0	1161	0	0	0	0	
% App. Total	0	91.2	0	8.8		0	0	100		0	100	0	0		0	0	0		
PHF	.000	.962	.000	.770	.941	.000	.000	.500	.500	.000	.942	.000	.000	.942	.000	.000	.000	.000	

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City of Newport Beach
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E/W: San Joaquin Hills Road
Weather: Clear

File Name : 03_NPB_NC_San J AM
Site Code : 00323163
Start Date : 2/15/2023
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Groups Printed- Total Volume

	Newport Coast Drive Southbound				Dead End Westbound				Newport Coast Drive Northbound				San Joaquin Hills Road Eastbound				
Start Time	U-Turns	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	92	21	113	0	0	0	0	8	67	0	75	33	0	13	46	234
07:15 AM	1	135	18	154	0	0	0	0	8	104	0	112	49	0	14	63	329
07:30 AM	0	152	42	194	0	0	0	0	22	149	0	171	70	0	17	87	452
07:45 AM	0	198	48	246	0	0	0	0	30	191	0	221	71	0	15	86	553
Total	1	577	129	707	0	0	0	0	68	511	0	579	223	0	59	282	1568
08:00 AM	0	177	38	215	0	0	0	0	16	235	0	251	82	0	14	96	562
08:15 AM	8	204	63	275	0	0	0	0	14	182	0	196	108	0	22	130	601
08:30 AM	3	230	55	288	0	0	0	0	25	226	0	251	70	0	15	85	624
08:45 AM	0	217	60	277	0	0	0	0	21	140	0	161	62	0	16	78	516
Total	11	828	216	1055	0	0	0	0	76	783	0	859	322	0	67	389	2303
Grand Total	12	1405	345	1762	0	0	0	0	144	1294	0	1438	545	0	126	671	3871
Apprch %	0.7	79.7	19.6		0	0	0		10	90	0		81.2	0	18.8		
Total %	0.3	36.3	8.9	45.5	0	0	0	0	3.7	33.4	0	37.1	14.1	0	3.3	17.3	

	Newport Coast Drive Southbound				Dead End Westbound				Newport Coast Drive Northbound				San Joaquin Hills Road Eastbound				
Start Time	U-Turns	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	198	48	246	0	0	0	0	**30**	191	0	221	71	0	15	86	553
08:00 AM	0	177	38	215	0	0	0	0	16	**235**	0	**251**	82	0	14	96	562
08:15 AM	**8**	204	**63**	275	0	0	0	0	14	182	0	196	**108**	0	**22**	**130**	601
08:30 AM	3	**230**	55	**288**	0	0	0	0	25	226	0	251	70	0	15	85	**624**
Total Volume	11	809	204	1024	0	0	0	0	85	834	0	919	331	0	66	397	2340
% App. Total	1.1	79	19.9		0	0	0		9.2	90.8	0		83.4	0	16.6		
PHF	.344	.879	.810	.889	.000	.000	.000	.000	.708	.887	.000	.915	.766	.000	.750	.763	.938

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File Name : 03_NPB_NC_San J AM
Site Code : 00323163
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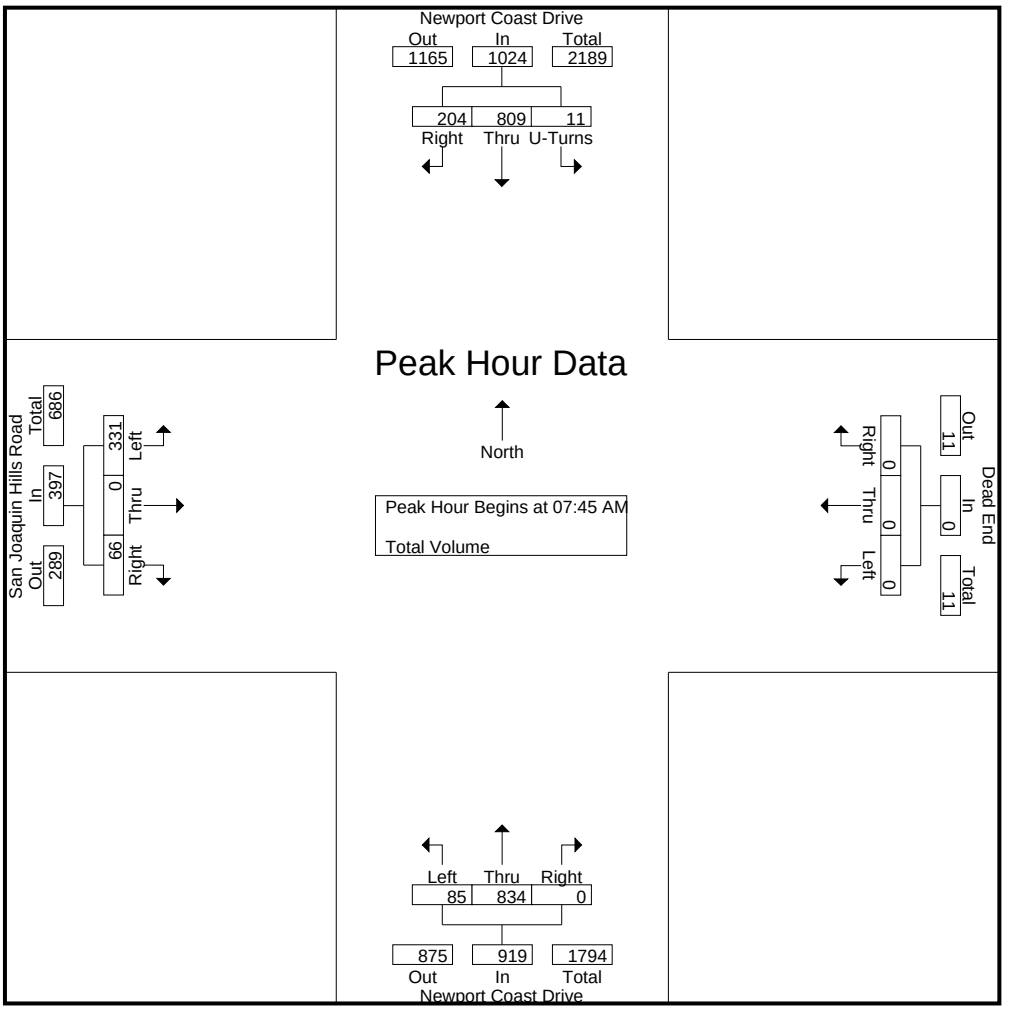

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:45 AM				07:30 AM			
+0 mins.	0	177	38	215	0	0	0	0	**30**	191	0	221	70	0	17	87
+15 mins.	**8**	204	**63**	275	0	0	0	0	16	**235**	0	**251**	71	0	15	86
+30 mins.	3	**230**	55	**288**	0	0	0	0	14	182	0	196	82	0	14	96
+45 mins.	0	217	60	277	0	0	0	0	25	226	0	251	**108**	0	**22**	**130**
Total Volume	11	828	216	1055	0	0	0	0	85	834	0	919	331	0	68	399
% App. Total	1	78.5	20.5		0	0	0		9.2	90.8	0		83	0	17	
PHF	.344	.900	.857	.916	.000	.000	.000	.000	.708	.887	.000	.915	.766	.000	.773	.767

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E/W: San Joaquin Hills Road
Weather: Clear

File Name : 03_NPB_NC_San J PM
Site Code : 00323163
Start Date : 2/15/2023
Page No : 1

Groups Printed- Total Volume

	Newport Coast Drive Southbound				Dead End Westbound				Newport Coast Drive Northbound				San Joaquin Hills Road Eastbound				
Start Time	U-Turns	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	0	166	59	225	0	0	0	0	28	241	0	269	75	0	17	92	586
04:45 PM	0	233	68	301	0	0	0	0	23	234	0	257	60	0	30	90	648
Total	0	399	127	526	0	0	0	0	51	475	0	526	135	0	47	182	1234
05:00 PM	0	225	78	303	0	0	0	0	26	210	0	236	80	0	17	97	636
05:15 PM	0	212	66	278	0	0	0	0	27	208	0	235	71	0	23	94	607
05:30 PM	1	227	82	310	0	0	0	0	24	171	0	195	80	0	19	99	604
05:45 PM	0	198	60	258	0	0	0	0	21	174	0	195	55	0	20	75	528
Total	1	862	286	1149	0	0	0	0	98	763	0	861	286	0	79	365	2375
06:00 PM	0	148	52	200	0	0	0	0	26	156	0	182	74	0	10	84	466
06:15 PM	0	166	53	219	0	0	0	0	21	150	0	171	78	0	16	94	484
Grand Total	1	1575	518	2094	0	0	0	0	196	1544	0	1740	573	0	152	725	4559
Apprch %	0	75.2	24.7		0	0	0		11.3	88.7	0		79	0	21		
Total %	0	34.5	11.4	45.9	0	0	0	0	4.3	33.9	0	38.2	12.6	0	3.3	15.9	

	Newport Coast Drive Southbound				Dead End Westbound				Newport Coast Drive Northbound				San Joaquin Hills Road Eastbound				
Start Time	U-Turns	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**233**	68	301	0	0	0	0	23	**234**	0	**257**	60	0	**30**	90	**648**
05:00 PM	0	225	78	303	0	0	0	0	26	210	0	236	**80**	0	17	97	636
05:15 PM	0	212	66	278	0	0	0	0	**27**	208	0	235	71	0	23	94	607
05:30 PM	**1**	227	**82**	**310**	0	0	0	0	24	171	0	195	80	0	19	**99**	604
Total Volume	1	897	294	1192	0	0	0	0	100	823	0	923	291	0	89	380	2495
% App. Total	0.1	75.3	24.7		0	0	0		10.8	89.2	0		76.6	0	23.4		
PHF	.250	.962	.896	.961	.000	.000	.000	.000	.926	.879	.000	.898	.909	.000	.742	.960	.963

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City of Newport Beach
N/S: Newport Coast Drive
E/W: San Joaquin Hills Road
Weather: Clear

File Name : 03_NPB_NC_San J PM
Site Code : 00323163
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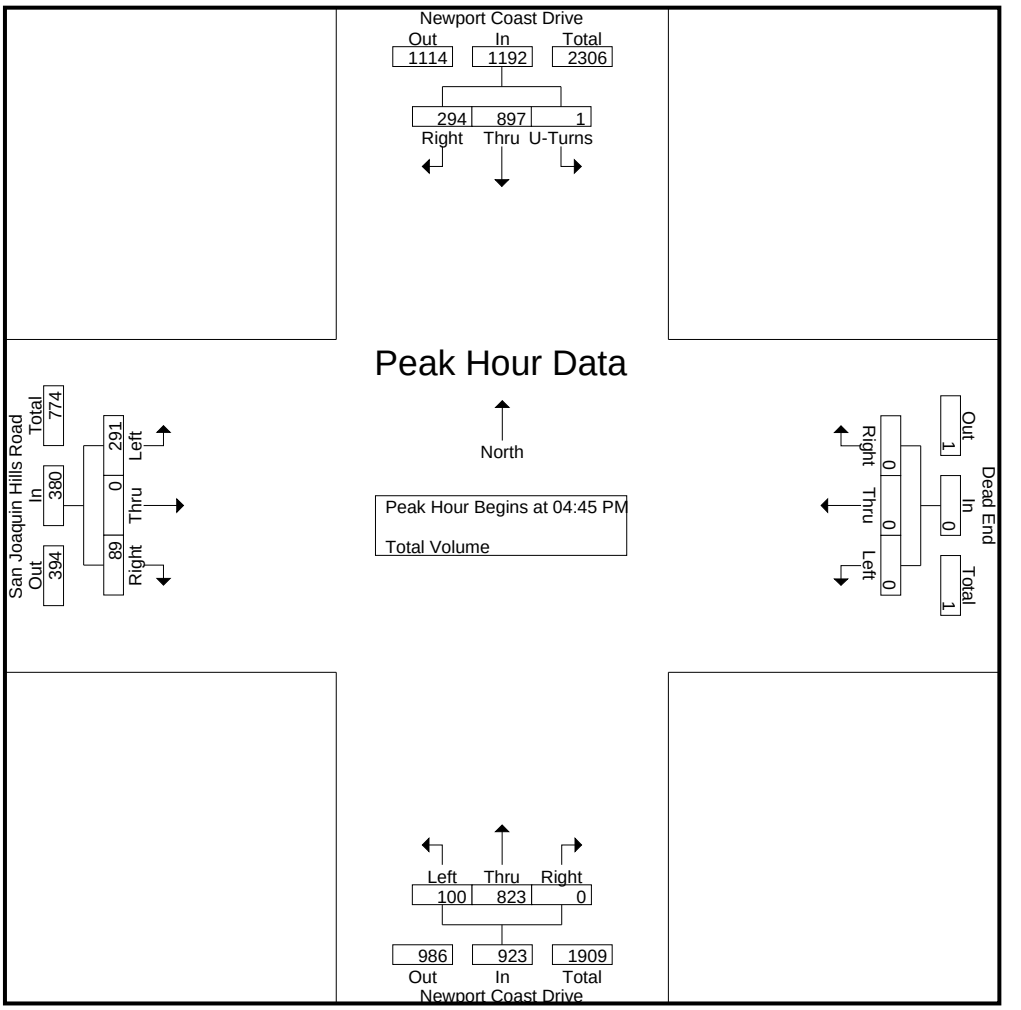

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				04:45 PM			
+0 mins.	0	**233**	68	301	0	0	0	0	**28**	**241**	0	**269**	60	0	**30**	90
+15 mins.	0	225	78	303	0	0	0	0	23	234	0	257	**80**	0	17	97
+30 mins.	0	212	66	278	0	0	0	0	26	210	0	236	71	0	23	94
+45 mins.	**1**	227	**82**	**310**	0	0	0	0	27	208	0	235	80	0	19	**99**
Total Volume	1	897	294	1192	0	0	0	0	104	893	0	997	291	0	89	380
% App. Total	0.1	75.3	24.7		0	0	0		10.4	89.6	0		76.6	0	23.4	
PHF	.250	.962	.896	.961	.000	.000	.000	.000	.929	.926	.000	.927	.909	.000	.742	.960

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City of Newport Beach
N/S: Newport Coast Drive
E/W: Ridge Park Road
Weather: Clear

File Name : 04_NPB_NC_RiPa AM
Site Code : 00323163
Start Date : 2/15/2023
Page No : 1

Groups Printed- Total Volume

	Newport Coast Drive Southbound				Ridge Park Road Westbound				Newport Coast Drive Northbound				Ridge Park Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	95	2	109	3	12	21	36	12	57	1	70	1	5	15	21	236
07:15 AM	23	116	3	142	0	19	31	50	11	86	0	97	3	17	21	41	330
07:30 AM	27	135	4	166	4	34	54	92	24	113	6	143	5	20	27	52	453
07:45 AM	30	170	0	200	0	33	59	92	20	170	5	195	5	22	38	65	552
Total	92	516	9	617	7	98	165	270	67	426	12	505	14	64	101	179	1571
08:00 AM	36	158	1	195	4	36	100	140	32	165	3	200	28	15	24	67	602
08:15 AM	50	145	4	199	9	87	76	172	24	166	4	194	52	19	20	91	656
08:30 AM	66	171	5	242	14	67	79	160	18	165	5	188	14	22	30	66	656
08:45 AM	52	195	2	249	7	26	31	64	30	141	6	177	3	18	21	42	532
Total	204	669	12	885	34	216	286	536	104	637	18	759	97	74	95	266	2446
Grand Total	296	1185	21	1502	41	314	451	806	171	1063	30	1264	111	138	196	445	4017
Apprch %	19.7	78.9	1.4		5.1	39	56		13.5	84.1	2.4		24.9	31	44		
Total %	7.4	29.5	0.5	37.4	1	7.8	11.2	20.1	4.3	26.5	0.7	31.5	2.8	3.4	4.9	11.1	

	Newport Coast Drive Southbound				Ridge Park Road Westbound				Newport Coast Drive Northbound				Ridge Park Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	30	170	0	200	0	33	59	92	20	**170**	**5**	195	5	**22**	**38**	65	552
08:00 AM	36	158	1	195	4	36	**100**	140	**32**	165	3	**200**	28	15	24	67	602
08:15 AM	50	145	4	199	9	**87**	76	**172**	24	166	4	194	**52**	19	20	**91**	**656**
08:30 AM	**66**	**171**	**5**	**242**	**14**	67	79	160	18	165	5	188	14	22	30	66	656
Total Volume	182	644	10	836	27	223	314	564	94	666	17	777	99	78	112	289	2466
% App. Total	21.8	77	1.2		4.8	39.5	55.7		12.1	85.7	2.2		34.3	27	38.8		
PHF	.689	.942	.500	.864	.482	.641	.785	.820	.734	.979	.850	.971	.476	.886	.737	.794	.940

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City of Newport Beach
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File Name : 04_NPB_NC_RiPa AM
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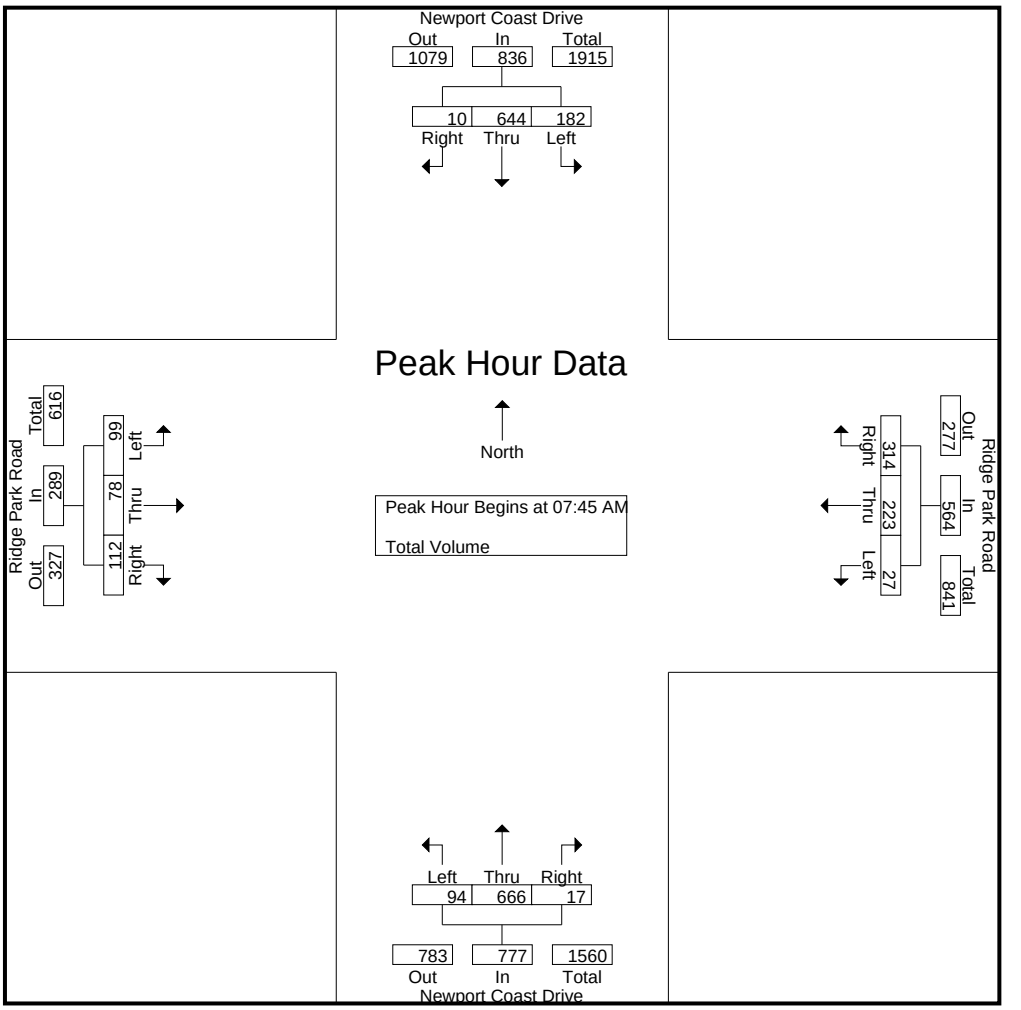

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	36	158	1	195	0	33	59	92	20	**170**	**5**	195	5	**22**	**38**	65
+15 mins.	50	145	4	199	4	36	**100**	140	**32**	165	3	**200**	28	15	24	67
+30 mins.	**66**	171	**5**	242	9	**87**	76	**172**	24	166	4	194	**52**	19	20	**91**
+45 mins.	52	**195**	2	**249**	**14**	67	79	160	18	165	5	188	14	22	30	66
Total Volume	204	669	12	885	27	223	314	564	94	666	17	777	99	78	112	289
% App. Total	23.1	75.6	1.4		4.8	39.5	55.7		12.1	85.7	2.2		34.3	27	38.8	
PHF	.773	.858	.600	.889	.482	.641	.785	.820	.734	.979	.850	.971	.476	.886	.737	.794

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City of Newport Beach
N/S: Newport Coast Drive
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File Name : 04_NPB_NC_RiPa PM
Site Code : 00323163
Start Date : 2/15/2023
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Groups Printed- Total Volume

	Newport Coast Drive Southbound				Ridge Park Road Westbound				Newport Coast Drive Northbound				Ridge Park Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	44	141	1	186	7	17	27	51	36	224	4	264	3	29	32	64	565
04:45 PM	49	200	2	251	8	25	46	79	24	205	6	235	1	27	43	71	636
Total	93	341	3	437	15	42	73	130	60	429	10	499	4	56	75	135	1201
05:00 PM	43	197	5	245	6	19	38	63	27	181	1	209	4	23	34	61	578
05:15 PM	54	220	4	278	6	21	22	49	27	210	4	241	3	24	28	55	623
05:30 PM	49	180	3	232	4	19	30	53	22	157	5	184	4	28	38	70	539
05:45 PM	53	158	2	213	4	25	31	60	35	145	4	184	2	27	28	57	514
Total	199	755	14	968	20	84	121	225	111	693	14	818	13	102	128	243	2254
06:00 PM	36	137	4	177	7	17	29	53	25	152	2	179	2	20	21	43	452
06:15 PM	38	135	2	175	4	12	34	50	25	140	2	167	3	30	22	55	447
Grand Total	366	1368	23	1757	46	155	257	458	221	1414	28	1663	22	208	246	476	4354
Apprch %	20.8	77.9	1.3		10	33.8	56.1		13.3	85	1.7		4.6	43.7	51.7		
Total %	8.4	31.4	0.5	40.4	1.1	3.6	5.9	10.5	5.1	32.5	0.6	38.2	0.5	4.8	5.6	10.9	

	Newport Coast Drive Southbound				Ridge Park Road Westbound				Newport Coast Drive Northbound				Ridge Park Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	44	141	1	186	7	17	27	51	**36**	**224**	4	**264**	3	**29**	32	64	565
04:45 PM	49	200	2	251	**8**	**25**	**46**	**79**	24	205	**6**	235	1	27	**43**	**71**	**636**
05:00 PM	43	197	**5**	245	6	19	38	63	27	181	1	209	**4**	23	34	61	578
05:15 PM	**54**	**220**	4	**278**	6	21	22	49	27	210	4	241	3	24	28	55	623
Total Volume	190	758	12	960	27	82	133	242	114	820	15	949	11	103	137	251	2402
% App. Total	19.8	79	1.2		11.2	33.9	55		12	86.4	1.6		4.4	41	54.6		
PHF	.880	.861	.600	.863	.844	.820	.723	.766	.792	.915	.625	.899	.688	.888	.797	.884	.944

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City of Newport Beach
N/S: Newport Coast Drive
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File Name : 04_NPB_NC_RiPa PM
Site Code : 00323163
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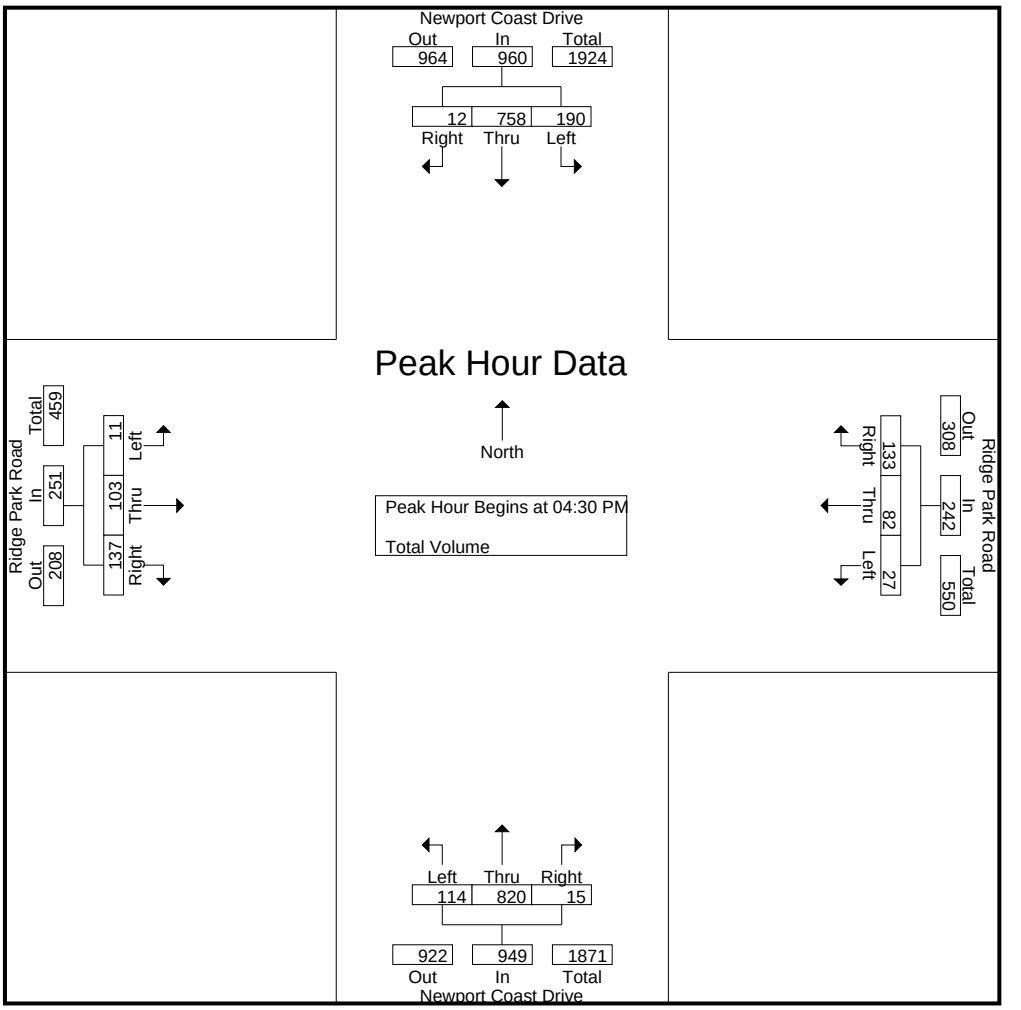

Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	49	200	2	251	**8**	**25**	**46**	**79**	**36**	**224**	4	**264**	1	27	**43**	**71**
+15 mins.	43	197	**5**	245	6	19	38	63	24	205	**6**	235	**4**	23	34	61
+30 mins.	**54**	**220**	4	**278**	6	21	22	49	27	181	1	209	3	24	28	55
+45 mins.	49	180	3	232	4	19	30	53	27	210	4	241	4	**28**	38	70
Total Volume	195	797	14	1006	24	84	136	244	114	820	15	949	12	102	143	257
% App. Total	19.4	79.2	1.4		9.8	34.4	55.7		12	86.4	1.6		4.7	39.7	55.6	
PHF	.903	.906	.700	.905	.750	.840	.739	.772	.792	.915	.625	.899	.750	.911	.831	.905

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City of Newport Beach
N/S: Newport Coast Drive/State Park
E/W: Coast Highway
Weather: Clear

File Name : 05_NPB_NC_Coast AM
Site Code : 00323163
Start Date : 2/15/2023
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Groups Printed- Total Volume

	Newport Coast Drive Southbound				Coast Highway Westbound				State Park Northbound				Coast Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	23	201	3	227	45	2	14	61	0	142	38	180	2	4	0	6	474
07:15 AM	36	213	2	251	43	2	25	70	1	179	58	238	1	0	0	1	560
07:30 AM	26	214	1	241	56	2	31	89	2	229	79	310	0	3	0	3	643
07:45 AM	55	216	2	273	88	3	32	123	1	245	80	326	2	2	1	5	727
Total	140	844	8	992	232	9	102	343	4	795	255	1054	5	9	1	15	2404
08:00 AM	35	221	3	259	68	2	31	101	4	233	89	326	0	1	4	5	691
08:15 AM	56	175	2	233	69	3	34	106	0	205	89	294	0	0	0	0	633
08:30 AM	45	186	3	234	70	9	32	111	5	211	89	305	2	0	1	3	653
08:45 AM	48	162	5	215	98	7	45	150	1	221	78	300	4	1	2	7	672
Total	184	744	13	941	305	21	142	468	10	870	345	1225	6	2	7	15	2649
Grand Total	324	1588	21	1933	537	30	244	811	14	1665	600	2279	11	11	8	30	5053
Apprch %	16.8	82.2	1.1		66.2	3.7	30.1		0.6	73.1	26.3		36.7	36.7	26.7		
Total %	6.4	31.4	0.4	38.3	10.6	0.6	4.8	16	0.3	33	11.9	45.1	0.2	0.2	0.2	0.6	

	Newport Coast Drive Southbound				Coast Highway Westbound				State Park Northbound				Coast Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	55	216	2	**273**	**88**	3	32	**123**	1	**245**	80	**326**	**2**	**2**	1	**5**	**727**
08:00 AM	35	**221**	**3**	259	68	2	31	101	4	233	**89**	326	0	1	**4**	5	691
08:15 AM	**56**	175	2	233	69	3	**34**	106	0	205	89	294	0	0	0	0	633
08:30 AM	45	186	3	234	70	**9**	32	111	**5**	211	89	305	2	0	1	3	653
Total Volume	191	798	10	999	295	17	129	441	10	894	347	1251	4	3	6	13	2704
% App. Total	19.1	79.9	1		66.9	3.9	29.3		0.8	71.5	27.7		30.8	23.1	46.2		
PHF	.853	.903	.833	.915	.838	.472	.949	.896	.500	.912	.975	.959	.500	.375	.375	.650	.930

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File Name : 05_NPB_NC_Coast AM
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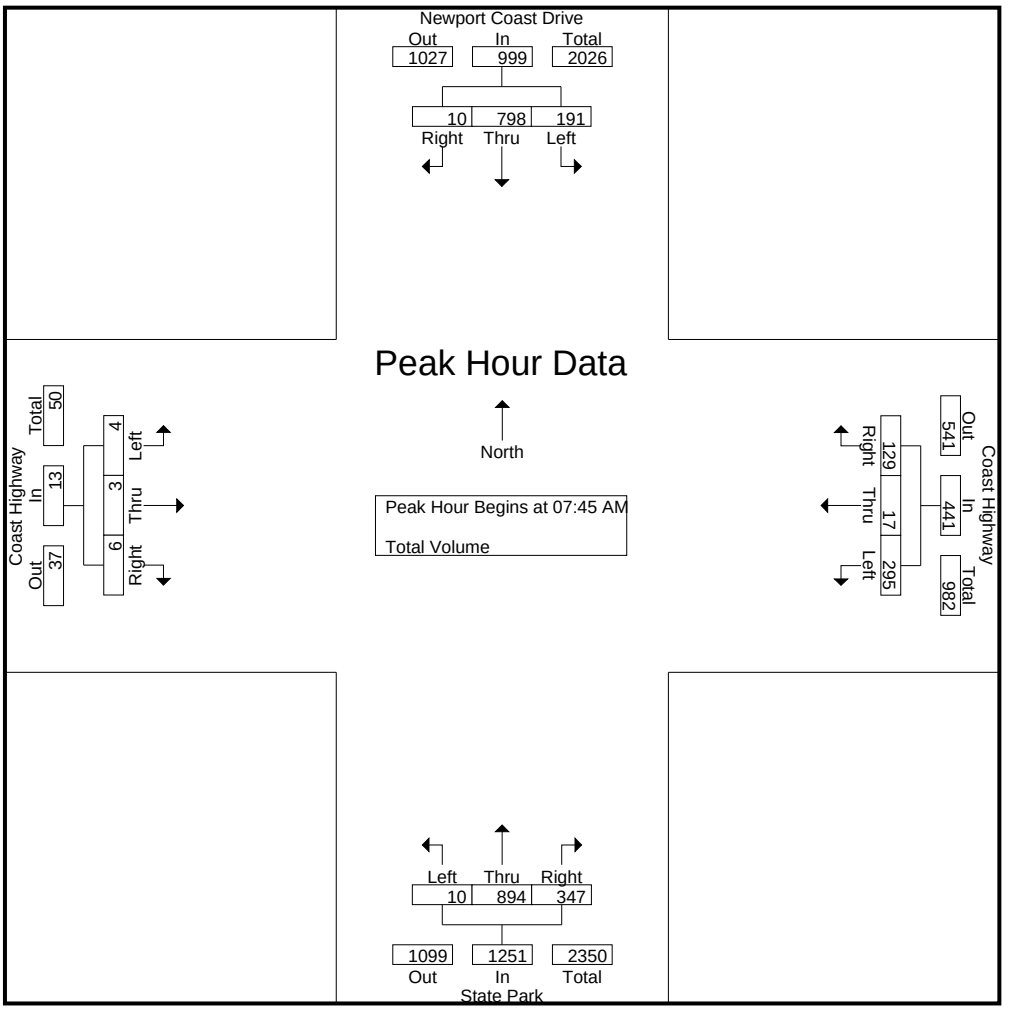

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:30 AM				07:00 AM			
+0 mins.	36	213	2	251	68	2	31	101	2	229	79	310	**2**	**4**	0	**6**
+15 mins.	26	214	1	241	69	3	34	106	1	**245**	80	**326**	1	0	0	1
+30 mins.	**55**	216	2	**273**	70	**9**	32	111	**4**	233	**89**	326	0	3	0	3
+45 mins.	35	**221**	**3**	259	**98**	7	**45**	**150**	0	205	89	294	2	2	**1**	5
Total Volume	152	864	8	1024	305	21	142	468	7	912	337	1256	5	9	1	15
% App. Total	14.8	84.4	0.8		65.2	4.5	30.3		0.6	72.6	26.8		33.3	60	6.7	
PHF	.691	.977	.667	.938	.778	.583	.789	.780	.438	.931	.947	.963	.625	.563	.250	.625

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City of Newport Beach
N/S: Newport Coast Drive/State Park
E/W: Coast Highway
Weather: Clear

File Name : 05_NPB_NC_Coast PM
Site Code : 00323163
Start Date : 2/15/2023
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Groups Printed- Total Volume

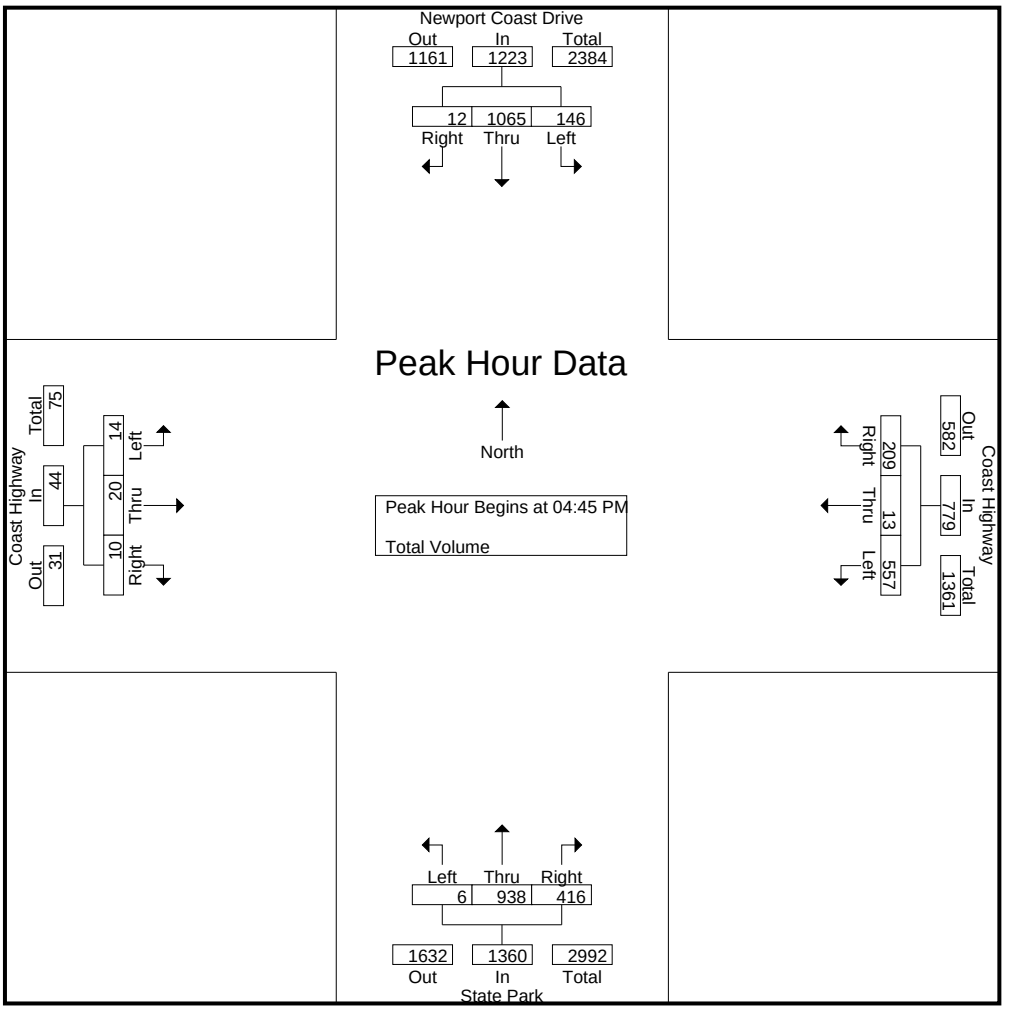
	Newport Coast Drive Southbound				Coast Highway Westbound				State Park Northbound				Coast Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	21	236	3	260	92	5	63	160	0	282	106	388	1	4	3	8	816
04:45 PM	46	237	3	286	134	5	51	190	2	243	122	367	5	7	4	16	859
Total	67	473	6	546	226	10	114	350	2	525	228	755	6	11	7	24	1675
05:00 PM	26	280	2	308	124	2	53	179	0	245	107	352	4	3	3	10	849
05:15 PM	28	281	4	313	150	5	49	204	2	222	103	327	0	6	0	6	850
05:30 PM	46	267	3	316	149	1	56	206	2	228	84	314	5	4	3	12	848
05:45 PM	24	227	2	253	98	1	64	163	1	248	94	343	5	4	8	17	776
Total	124	1055	11	1190	521	9	222	752	5	943	388	1336	14	17	14	45	3323
06:00 PM	33	222	1	256	102	0	49	151	1	192	80	273	3	4	2	9	689
06:15 PM	30	198	0	228	82	0	42	124	0	223	82	305	1	0	2	3	660
Grand Total	254	1948	18	2220	931	19	427	1377	8	1883	778	2669	24	32	25	81	6347
Apprch %	11.4	87.7	0.8		67.6	1.4	31		0.3	70.6	29.1		29.6	39.5	30.9		
Total %	4	30.7	0.3	35	14.7	0.3	6.7	21.7	0.1	29.7	12.3	42.1	0.4	0.5	0.4	1.3	

	Newport Coast Drive Southbound				Coast Highway Westbound				State Park Northbound				Coast Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**46**	237	3	286	134	**5**	51	190	**2**	243	**122**	**367**	**5**	**7**	**4**	**16**	**859**
05:00 PM	26	280	2	308	124	2	53	179	0	**245**	107	352	4	3	3	10	849
05:15 PM	28	**281**	**4**	313	**150**	5	49	204	2	222	103	327	0	6	0	6	850
05:30 PM	46	267	3	**316**	149	1	**56**	**206**	2	228	84	314	5	4	3	12	848
Total Volume	146	1065	12	1223	557	13	209	779	6	938	416	1360	14	20	10	44	3406
% App. Total	11.9	87.1	1		71.5	1.7	26.8		0.4	69	30.6		31.8	45.5	22.7		
PHF	.793	.948	.750	.968	.928	.650	.933	.945	.750	.957	.852	.926	.700	.714	.625	.688	.991

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Newport Beach
N/S: Newport Coast Drive/State Park
E/W: Coast Highway
Weather: Clear

File Name : 05_NPB_NC_Coast PM
Site Code : 00323163
Start Date : 2/15/2023
Page No : 2



Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:30 PM				05:00 PM			
+0 mins.	**46**	237	3	286	134	**5**	51	190	0	**282**	106	**388**	4	3	3	10
+15 mins.	26	280	2	308	124	2	53	179	**2**	243	**122**	367	0	**6**	0	6
+30 mins.	28	**281**	**4**	313	**150**	5	49	204	0	245	107	352	**5**	4	3	12
+45 mins.	46	267	3	**316**	149	1	**56**	**206**	2	222	103	327	5	4	**8**	**17**
Total Volume	146	1065	12	1223	557	13	209	779	4	992	438	1434	14	17	14	45
% App. Total	11.9	87.1	1		71.5	1.7	26.8		0.3	69.2	30.5		31.1	37.8	31.1	
PHF	.793	.948	.750	.968	.928	.650	.933	.945	.500	.879	.898	.924	.700	.708	.438	.662

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

City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: FORD RD/BONITA CYN RD

File Name : MA 4985
Site Code : 00000000
Start Date : 2/2/2023

Groups Printed- Turning Movement Count

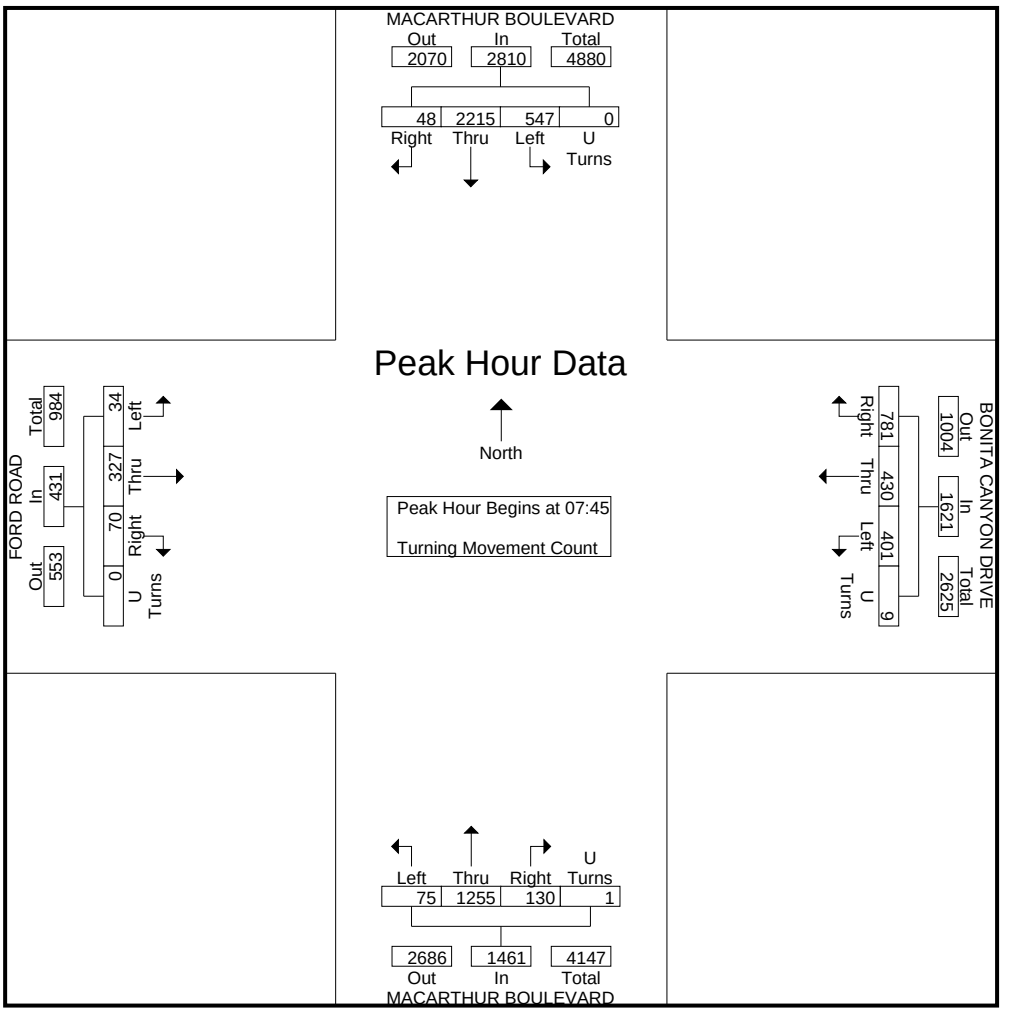
	MACARTHUR BOULEVARD Southbound				BONITA CANYON DRIVE Westbound				MACARTHUR BOULEVARD Northbound				FORD ROAD Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	7	427	123	0	69	29	54	0	15	151	5	1	6	24	4	0	915
07:15	3	464	108	0	122	59	61	4	18	198	10	0	12	43	5	0	1107
07:30	6	506	153	0	116	51	46	0	17	268	11	0	11	71	4	0	1260
07:45	8	543	137	0	183	105	86	4	31	304	11	0	13	73	7	0	1505
Total	24	1940	521	0	490	244	247	8	81	921	37	1	42	211	20	0	4787
08:00	17	515	138	0	198	189	93	1	34	311	31	0	14	86	9	0	1636
08:15	13	611	144	0	206	84	100	2	27	317	23	0	25	91	13	0	1656
08:30	10	546	128	0	194	52	122	2	38	323	10	1	18	77	5	0	1526
08:45	5	512	156	0	199	78	108	3	31	287	11	1	18	56	9	0	1474
Total	45	2184	566	0	797	403	423	8	130	1238	75	2	75	310	36	0	6292
16:30	16	400	159	0	196	67	62	0	116	524	14	1	17	64	10	0	1646
16:45	15	449	175	0	190	81	42	1	120	503	10	0	25	75	12	0	1698
Total	31	849	334	0	386	148	104	1	236	1027	24	1	42	139	22	0	3344
17:00	12	449	166	0	182	81	70	1	181	548	12	0	5	69	8	0	1784
17:15	15	434	187	1	182	89	76	3	101	438	11	2	5	95	9	0	1648
17:30	25	429	150	1	161	81	56	1	154	587	10	0	12	84	13	0	1764
17:45	10	379	165	0	162	80	54	2	112	421	12	2	7	65	4	0	1475
Total	62	1691	668	2	687	331	256	7	548	1994	45	4	29	313	34	0	6671
18:00	13	380	141	0	146	65	32	2	118	427	14	1	10	55	5	0	1409
18:15	12	364	128	0	133	56	30	2	99	419	11	0	12	64	4	0	1334
Grand Total	187	7408	2358	2	2639	1247	1092	28	1212	6026	206	9	210	1092	121	0	23837
Apprch %	1.9	74.4	23.7	0	52.7	24.9	21.8	0.6	16.3	80.9	2.8	0.1	14.8	76.7	8.5	0	
Total %	0.8	31.1	9.9	0	11.1	5.2	4.6	0.1	5.1	25.3	0.9	0	0.9	4.6	0.5	0	

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

City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: FORD RD/BONITA CYN RD

File Name : MA 4985
Site Code : 00000000
Start Date : 2/2/2023

	MACARTHUR BOULEVARD Southbound					BONITA CANYON DRIVE Westbound					MACARTHUR BOULEVARD Northbound					FORD 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 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	8	543	137	0	688	183	105	86	4	378	31	304	11	0	346	13	73	7	0	93	1505
08:00	17	515	138	0	670	198	189	93	1	481	34	311	31	0	376	14	86	9	0	109	1636
08:15	13	611	144	0	768	206	84	100	2	392	27	317	23	0	367	25	91	13	0	129	1656
08:30	10	546	128	0	684	194	52	122	2	370	38	323	10	1	372	18	77	5	0	100	1526
Total Volume	48	2215	547	0	2810	781	430	401	9	1621	130	1255	75	1	1461	70	327	34	0	431	6323
% App. Total	1.7	78.8	19.5	0		48.2	26.5	24.7	0.6		8.9	85.9	5.1	0.1		16.2	75.9	7.9	0		
PHF	.706	.906	.950	.000	.915	.948	.569	.822	.563	.843	.855	.971	.605	.250	.971	.700	.898	.654	.000	.835	.955

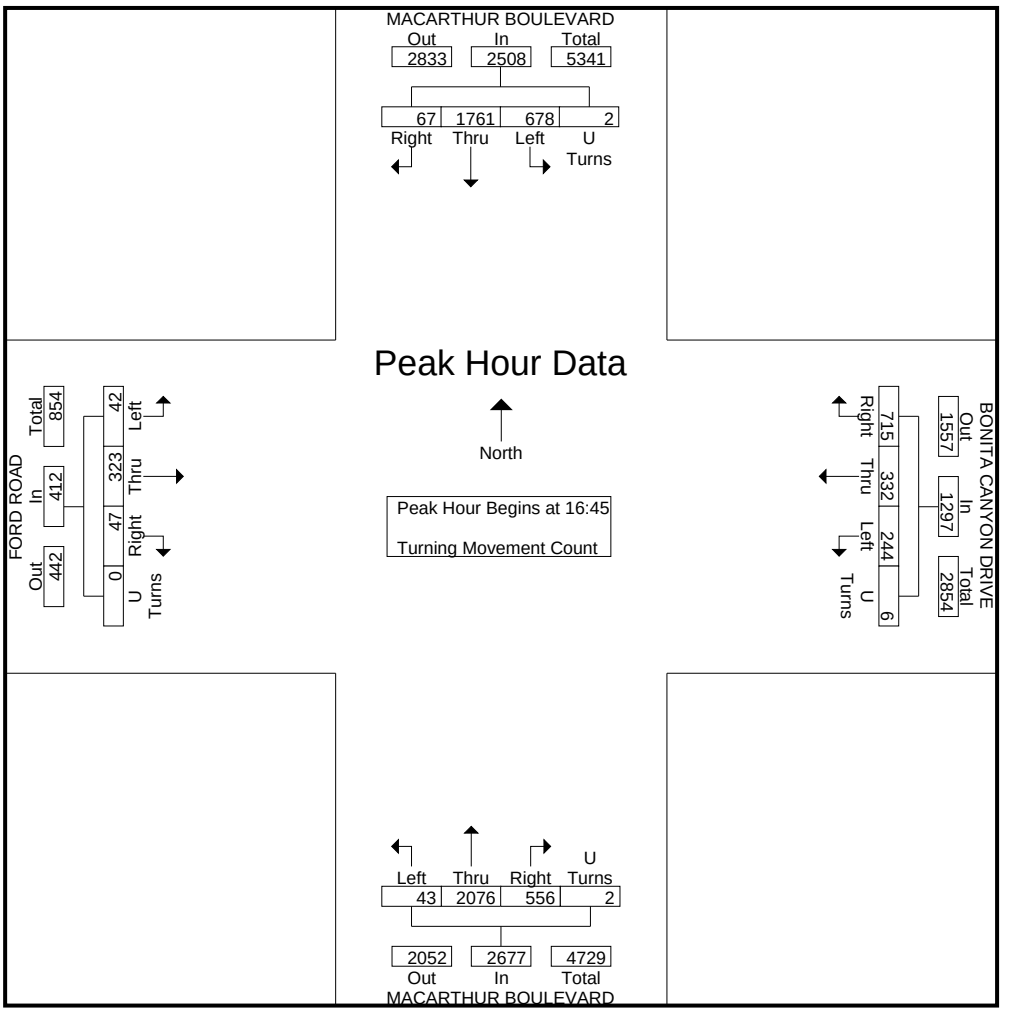


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: FORD RD/BONITA CYN RD

File Name : MA 4985
Site Code : 00000000
Start Date : 2/2/2023
Page No : 3

	MACARTHUR BOULEVARD Southbound					BONITA CANYON DRIVE Westbound					MACARTHUR BOULEVARD Northbound					FORD 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 16:30 to 18:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	15	449	175	0	639	190	81	42	1	314	120	503	10	0	633	25	75	12	0	112	1698
17:00	12	449	166	0	627	182	81	70	1	334	181	548	12	0	741	5	69	8	0	82	1784
17:15	15	434	187	1	637	182	89	76	3	350	101	438	11	2	552	5	95	9	0	109	1648
17:30	25	429	150	1	605	161	81	56	1	299	154	587	10	0	751	12	84	13	0	109	1764
Total Volume	67	1761	678	2	2508	715	332	244	6	1297	556	2076	43	2	2677	47	323	42	0	412	6894
% App. Total	2.7	70.2	27	0.1		55.1	25.6	18.8	0.5		20.8	77.5	1.6	0.1		11.4	78.4	10.2	0		
PHF	.670	.981	.906	.500	.981	.941	.933	.803	.500	.926	.768	.884	.896	.250	.891	.470	.850	.808	.000	.920	.966



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

City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: SAN JOAQUIN HILLS ROAD

File Name : MA 5070
Site Code : 00000000
Start Date : 2/1/2023

Groups Printed- Turning Movement Count

	MACARTHUR BOULEVARD Southbound				SAN JOAQUIN HILLS ROAD Westbound				MACARTHUR BOULEVARD Northbound				SAN JOAQUIN HILLS 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	134	305	109	0	78	31	1	0	0	108	5	1	7	16	13	0	808
07:15	139	275	72	1	75	38	3	0	0	131	11	0	3	20	12	0	780
07:30	163	293	110	1	101	41	1	0	2	178	15	0	10	32	13	0	960
07:45	191	303	142	1	168	105	5	0	0	138	26	0	12	42	9	0	1142
Total	627	1176	433	3	422	215	10	0	2	555	57	1	32	110	47	0	3690
08:00	188	295	124	1	176	139	2	0	3	221	36	0	14	49	27	0	1275
08:15	226	358	122	2	135	121	4	0	5	183	28	0	10	63	20	0	1277
08:30	242	314	150	2	142	52	6	0	2	212	19	0	10	70	22	0	1243
08:45	243	361	80	0	82	73	4	0	3	221	22	0	13	52	23	0	1177
Total	899	1328	476	5	535	385	16	0	13	837	105	0	47	234	92	0	4972
16:30	69	305	115	0	125	54	5	0	2	360	11	0	19	86	175	0	1326
16:45	84	305	110	2	98	64	2	0	3	365	10	0	13	92	173	0	1321
Total	153	610	225	2	223	118	7	0	5	725	21	0	32	178	348	0	2647
17:00	63	320	114	0	115	41	6	0	3	397	16	0	20	82	207	0	1384
17:15	72	349	106	2	118	59	8	0	5	316	17	1	22	89	197	0	1361
17:30	77	270	111	0	102	41	6	0	7	349	16	0	13	71	165	0	1228
17:45	83	305	95	1	106	50	2	0	2	357	11	0	23	63	155	0	1253
Total	295	1244	426	3	441	191	22	0	17	1419	60	1	78	305	724	0	5226
18:00	62	246	104	0	88	24	10	0	3	372	16	1	18	64	138	0	1146
18:15	54	266	104	0	80	36	3	0	1	309	5	0	20	48	104	0	1030
Total	116	512	208	0	168	60	13	0	4	681	21	1	38	112	242	0	2176
Grand Total	2090	4870	1768	13	1789	969	68	0	41	4217	264	3	227	939	1453	0	18711
Apprch %	23.9	55.7	20.2	0.1	63.3	34.3	2.4	0	0.9	93.2	5.8	0.1	8.7	35.9	55.5	0	
Total %	11.2	26	9.4	0.1	9.6	5.2	0.4	0	0.2	22.5	1.4	0	1.2	5	7.8	0	

Transportation Studies, Inc
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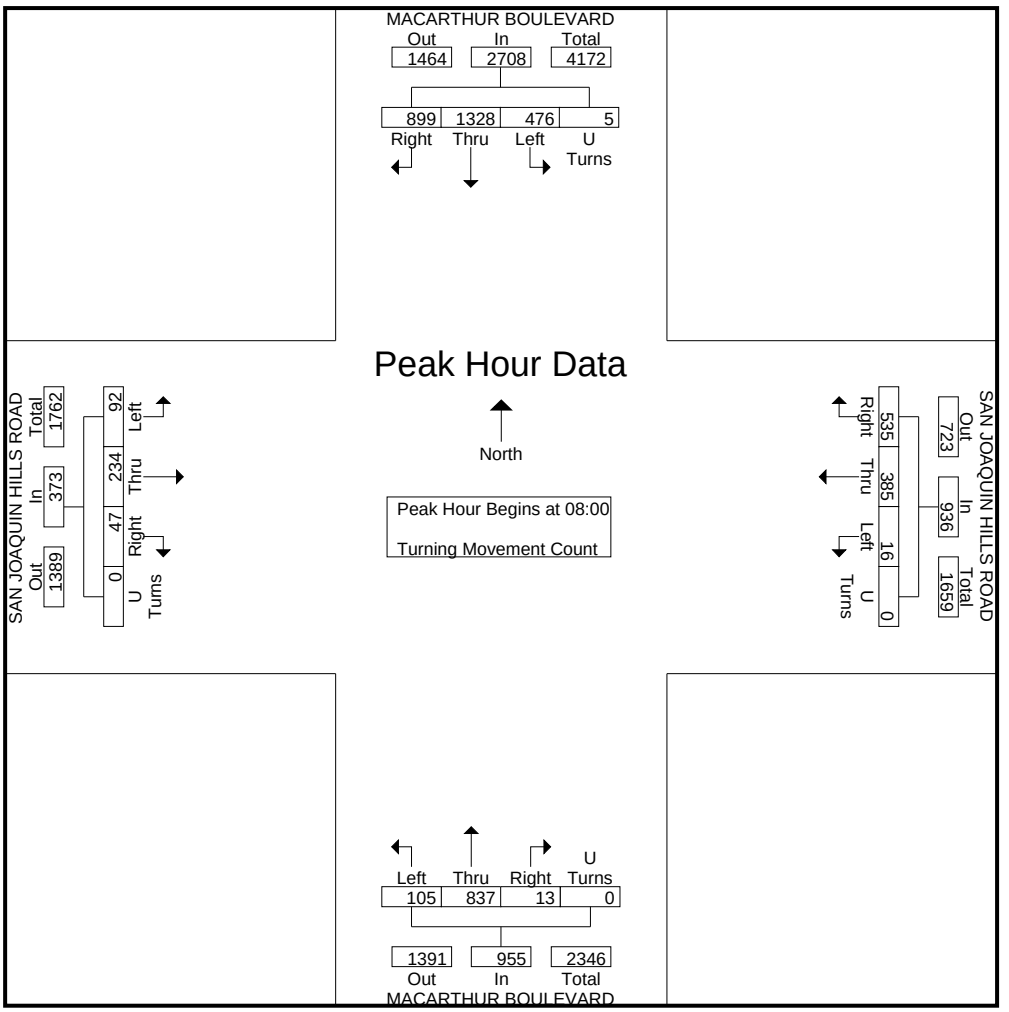
City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: SAN JOAQUIN HILLS ROAD

File Name : MA 5070
Site Code : 00000000
Start Date : 2/1/2023
Page No : 2

	MACARTHUR BOULEVARD Southbound					SAN JOAQUIN HILLS ROAD Westbound					MACARTHUR BOULEVARD Northbound					SAN JOAQUIN HILLS 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 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	188	295	124	1	608	176	139	2	0	317	3	221	36	0	260	14	49	27	0	90	1275
08:15	226	358	122	2	708	135	121	4	0	260	5	183	28	0	216	10	63	20	0	93	1277
08:30	242	314	150	2	708	142	52	6	0	200	2	212	19	0	233	10	70	22	0	102	1243
08:45	243	361	80	0	684	82	73	4	0	159	3	221	22	0	246	13	52	23	0	88	1177
Total Volume	899	1328	476	5	2708	535	385	16	0	936	13	837	105	0	955	47	234	92	0	373	4972
% App. Total	33.2	49	17.6	0.2		57.2	41.1	1.7	0		1.4	87.6	11	0		12.6	62.7	24.7	0		
PHF	.925	.920	.793	.625	.956	.760	.692	.667	.000	.738	.650	.947	.729	.000	.918	.839	.836	.852	.000	.914	.973

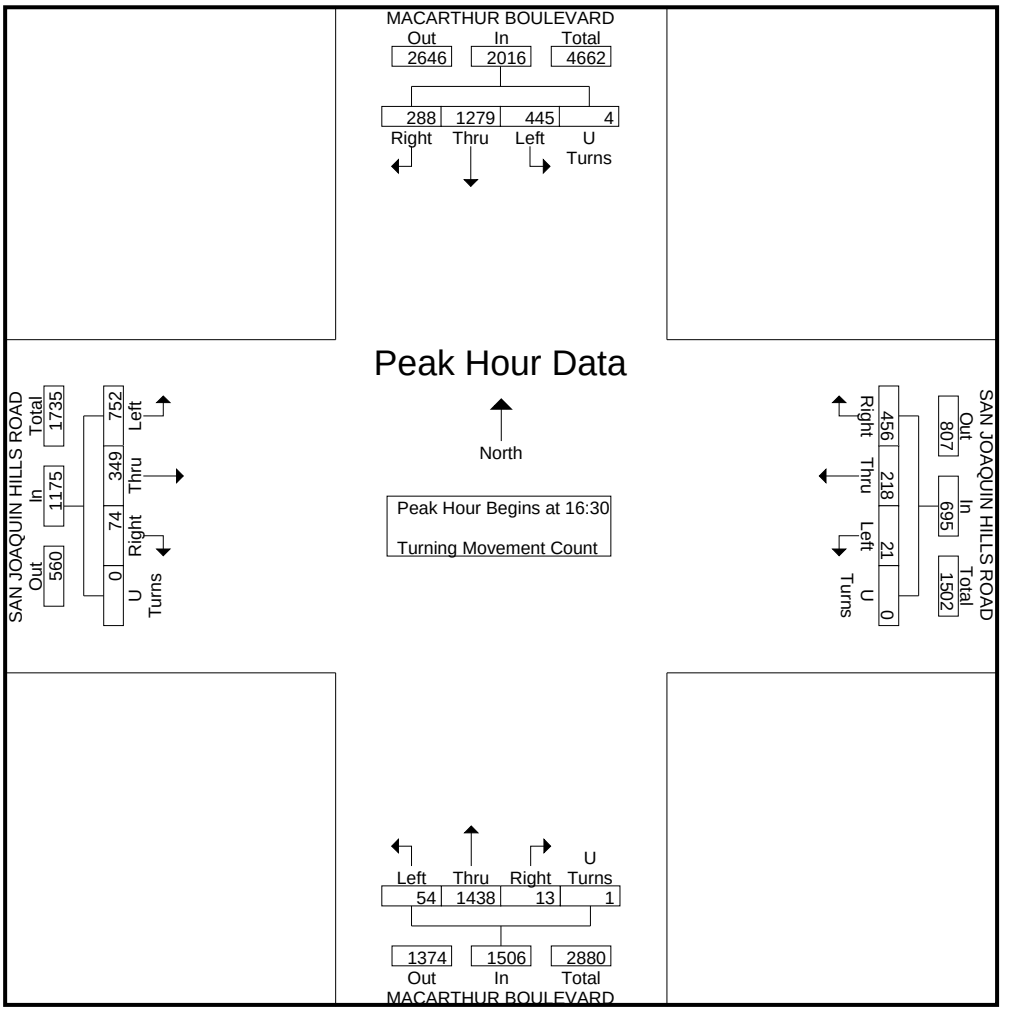


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: MACARTHUR BOULEVARD
E-W Direction: SAN JOAQUIN HILLS ROAD

File Name : MA 5070
Site Code : 00000000
Start Date : 2/1/2023

	MACARTHUR BOULEVARD Southbound					SAN JOAQUIN HILLS ROAD Westbound					MACARTHUR BOULEVARD Northbound					SAN JOAQUIN HILLS 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 16:30 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	69	305	115	0	489	125	54	5	0	184	2	360	11	0	373	19	86	175	0	280	1326
16:45	84	305	110	2	501	98	64	2	0	164	3	365	10	0	378	13	92	173	0	278	1321
17:00	63	320	114	0	497	115	41	6	0	162	3	397	16	0	416	20	82	207	0	309	1384
17:15	72	349	106	2	529	118	59	8	0	185	5	316	17	1	339	22	89	197	0	308	1361
Total Volume	288	1279	445	4	2016	456	218	21	0	695	13	1438	54	1	1506	74	349	752	0	1175	5392
% App. Total	14.3	63.4	22.1	0.2		65.6	31.4	3	0		0.9	95.5	3.6	0.1		6.3	29.7	64	0		
PHF	.857	.916	.967	.500	.953	.912	.852	.656	.000	.939	.650	.906	.794	.250	.905	.841	.948	.908	.000	.951	.974



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

City: NEWPORT BEACH
N-S Direction: MARGUERITE AVENUE
E-W Direction: SAN JOAQUIN HILLS ROAD

File Name : SJ7315
Site Code : 00000000
Start Date : 2/1/2023

Groups Printed- Turning Movement Count

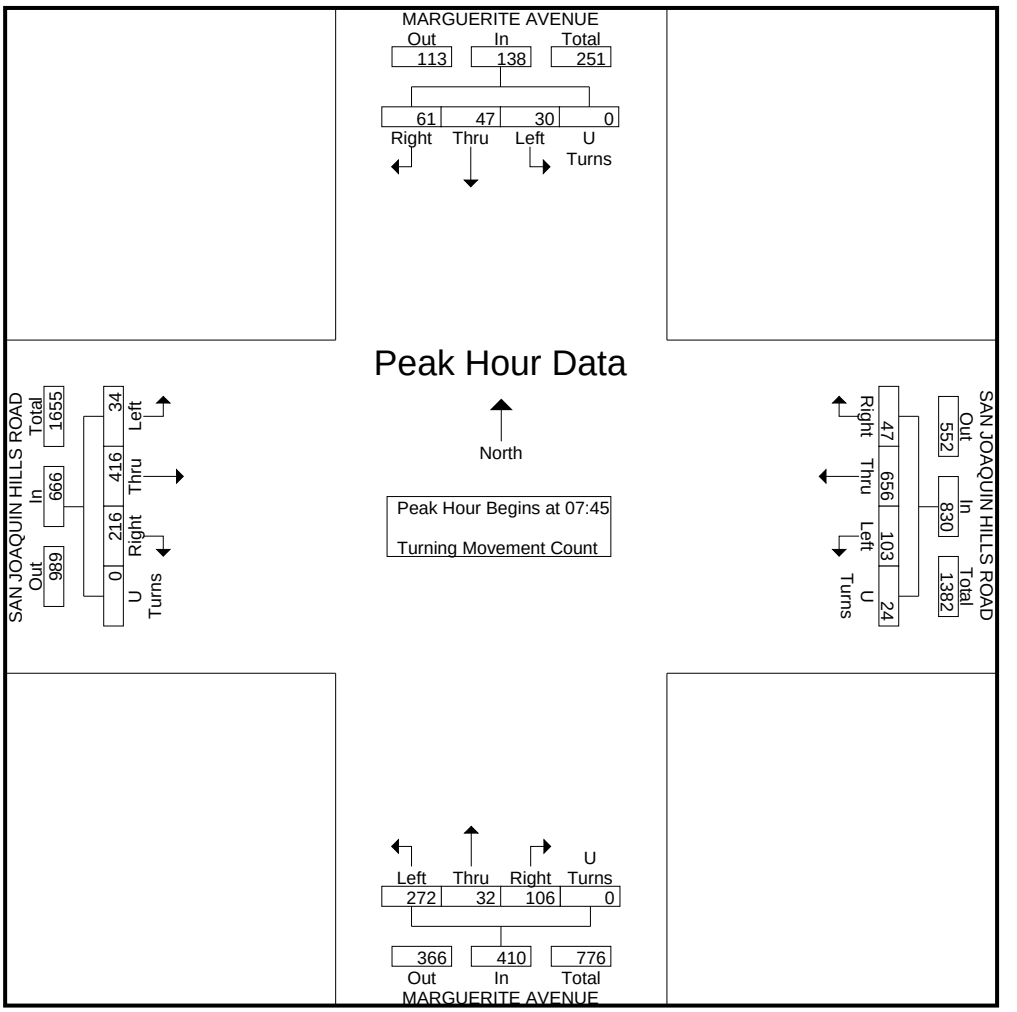
	MARGUERITE AVENUE Southbound				SAN JOAQUIN HILLS ROAD Westbound				MARGUERITE AVENUE Northbound				SAN JOAQUIN HILLS ROAD Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	7	0	2	0	1	72	9	0	17	8	27	0	57	56	12	0	268
07:15	3	2	1	0	5	69	12	0	14	5	37	0	36	48	4	0	236
07:30	10	4	5	0	11	104	19	3	26	8	45	0	43	82	8	0	368
07:45	28	14	8	0	26	183	25	24	28	16	75	0	48	113	11	0	599
Total	48	20	16	0	43	428	65	27	85	37	184	0	184	299	35	0	1471
08:00	16	14	13	0	15	164	29	0	26	10	76	0	37	82	9	0	491
08:15	12	8	7	0	3	141	25	0	25	4	60	0	57	123	7	0	472
08:30	5	11	2	0	3	168	24	0	27	2	61	0	74	98	7	0	482
08:45	6	3	4	0	12	139	39	0	27	15	69	0	92	80	8	0	494
Total	39	36	26	0	33	612	117	0	105	31	266	0	260	383	31	0	1939
16:30	9	25	18	0	3	95	23	0	40	7	61	0	67	148	3	0	499
16:45	1	16	17	0	4	103	39	0	37	8	60	0	72	138	1	0	496
Total	10	41	35	0	7	198	62	0	77	15	121	0	139	286	4	0	995
17:00	3	21	6	0	4	91	38	0	39	9	52	0	68	150	4	0	485
17:15	3	12	6	0	6	118	47	0	23	6	64	0	63	147	3	0	498
17:30	6	14	9	0	4	107	30	0	35	13	42	0	67	145	2	0	474
17:45	4	7	12	0	6	104	41	0	36	5	68	0	56	112	3	0	454
Total	16	54	33	0	20	420	156	0	133	33	226	0	254	554	12	0	1911
18:00	5	7	3	0	3	98	31	0	26	4	53	0	73	110	5	0	418
18:15	4	9	7	0	1	67	25	0	25	3	28	0	54	104	2	0	329
Total	9	16	10	0	4	165	56	0	51	7	81	0	127	214	7	0	747
Grand Total	122	167	120	0	107	1823	456	27	451	123	878	0	964	1736	89	0	7063
Apprch %	29.8	40.8	29.3	0	4.4	75.5	18.9	1.1	31.1	8.5	60.5	0	34.6	62.2	3.2	0	
Total %	1.7	2.4	1.7	0	1.5	25.8	6.5	0.4	6.4	1.7	12.4	0	13.6	24.6	1.3	0	

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

City: NEWPORT BEACH
N-S Direction: MARGUERITE AVENUE
E-W Direction: SAN JOAQUIN HILLS ROAD

File Name : SJ7315
Site Code : 00000000
Start Date : 2/1/2023
Page No : 2

	MARGUERITE AVENUE Southbound					SAN JOAQUIN HILLS ROAD Westbound					MARGUERITE AVENUE Northbound					SAN JOAQUIN HILLS 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 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	28	14	8	0	50	26	183	25	24	258	28	16	75	0	119	48	113	11	0	172	599
08:00	16	14	13	0	43	15	164	29	0	208	26	10	76	0	112	37	82	9	0	128	491
08:15	12	8	7	0	27	3	141	25	0	169	25	4	60	0	89	57	123	7	0	187	472
08:30	5	11	2	0	18	3	168	24	0	195	27	2	61	0	90	74	98	7	0	179	482
Total Volume	61	47	30	0	138	47	656	103	24	830	106	32	272	0	410	216	416	34	0	666	2044
% App. Total	44.2	34.1	21.7	0		5.7	79	12.4	2.9		25.9	7.8	66.3	0		32.4	62.5	5.1	0		
PHF	.545	.839	.577	.000	.690	.452	.896	.888	.250	.804	.946	.500	.895	.000	.861	.730	.846	.773	.000	.890	.853

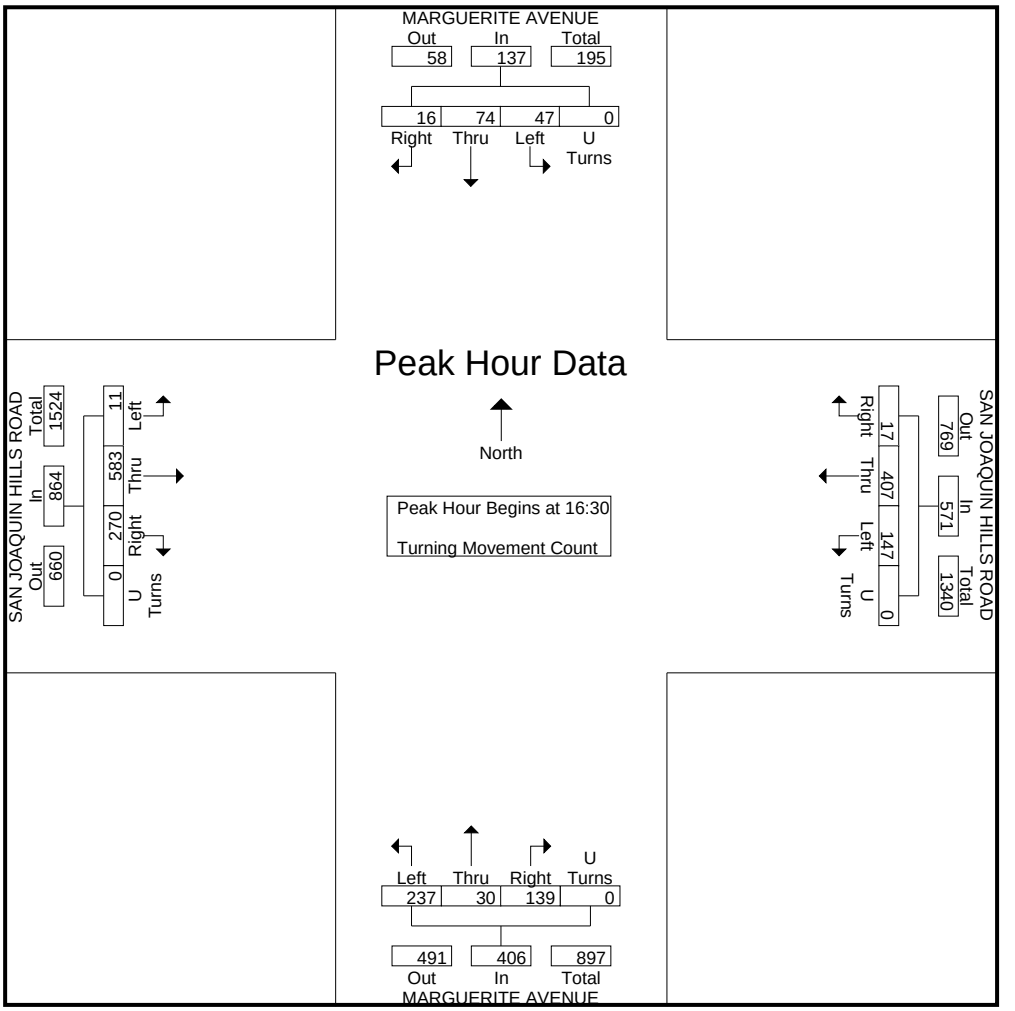


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: NEWPORT BEACH
N-S Direction: MARGUERITE AVENUE
E-W Direction: SAN JOAQUIN HILLS ROAD

File Name : SJ7315
Site Code : 00000000
Start Date : 2/1/2023
Page No : 3

	MARGUERITE AVENUE Southbound					SAN JOAQUIN HILLS ROAD Westbound					MARGUERITE AVENUE Northbound					SAN JOAQUIN HILLS 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 16:30 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	9	25	18	0	52	3	95	23	0	121	40	7	61	0	108	67	148	3	0	218	499
16:45	1	16	17	0	34	4	103	39	0	146	37	8	60	0	105	72	138	1	0	211	496
17:00	3	21	6	0	30	4	91	38	0	133	39	9	52	0	100	68	150	4	0	222	485
17:15	3	12	6	0	21	6	118	47	0	171	23	6	64	0	93	63	147	3	0	213	498
Total Volume	16	74	47	0	137	17	407	147	0	571	139	30	237	0	406	270	583	11	0	864	1978
% App. Total	11.7	54	34.3	0		3	71.3	25.7	0		34.2	7.4	58.4	0		31.2	67.5	1.3	0		
PHF	.444	.740	.653	.000	.659	.708	.862	.782	.000	.835	.869	.833	.926	.000	.940	.938	.972	.688	.000	.973	.991



Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Newport Beach
N/S: Newport Ridge Dr E/Ridge Park Road
E/W: San Joaquin Hills Road
Weather: Clear

File Name : 06_NPB_NRDE_San J AM
Site Code : 00323163
Start Date : 2/15/2023
Page No : 1

Groups Printed- Total Volume

	Newport Ridge Drive East Southbound				San Joaquin Hills Road Westbound				Ridge Park Road Northbound				San Joaquin Hills Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	2	7	20	0	22	7	29	26	1	0	27	2	40	22	64	140
07:15 AM	24	7	6	37	1	27	3	31	26	6	6	38	5	43	30	78	184
07:30 AM	21	9	13	43	10	40	7	57	55	8	6	69	5	60	34	99	268
07:45 AM	17	8	22	47	6	76	5	87	49	8	6	63	6	66	46	118	315
Total	73	26	48	147	17	165	22	204	156	23	18	197	18	209	132	359	907
08:00 AM	26	26	14	66	6	40	7	53	46	8	5	59	2	71	52	125	303
08:15 AM	34	31	19	84	3	64	7	74	72	23	16	111	9	83	65	157	426
08:30 AM	17	6	10	33	1	68	13	82	50	25	2	77	8	77	50	135	327
08:45 AM	13	1	9	23	4	70	19	93	48	15	6	69	6	49	38	93	278
Total	90	64	52	206	14	242	46	302	216	71	29	316	25	280	205	510	1334
Grand Total	163	90	100	353	31	407	68	506	372	94	47	513	43	489	337	869	2241
Apprch %	46.2	25.5	28.3		6.1	80.4	13.4		72.5	18.3	9.2		4.9	56.3	38.8		
Total %	7.3	4	4.5	15.8	1.4	18.2	3	22.6	16.6	4.2	2.1	22.9	1.9	21.8	15	38.8	

	Newport Ridge Drive East Southbound				San Joaquin Hills Road Westbound				Ridge Park Road Northbound				San Joaquin Hills Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	17	8	**22**	47	**6**	**76**	5	**87**	49	8	6	63	6	66	46	118	315
08:00 AM	26	26	14	66	6	40	7	53	46	8	5	59	2	71	52	125	303
08:15 AM	**34**	**31**	19	**84**	3	64	7	74	**72**	23	**16**	**111**	**9**	**83**	**65**	**157**	**426**
08:30 AM	17	6	10	33	1	68	**13**	82	50	**25**	2	77	8	77	50	135	327
Total Volume	94	71	65	230	16	248	32	296	217	64	29	310	25	297	213	535	1371
% App. Total	40.9	30.9	28.3		5.4	83.8	10.8		70	20.6	9.4		4.7	55.5	39.8		
PHF	.691	.573	.739	.685	.667	.816	.615	.851	.753	.640	.453	.698	.694	.895	.819	.852	.805

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City of Newport Beach
N/S: Newport Ridge Dr E/Ridge Park Road
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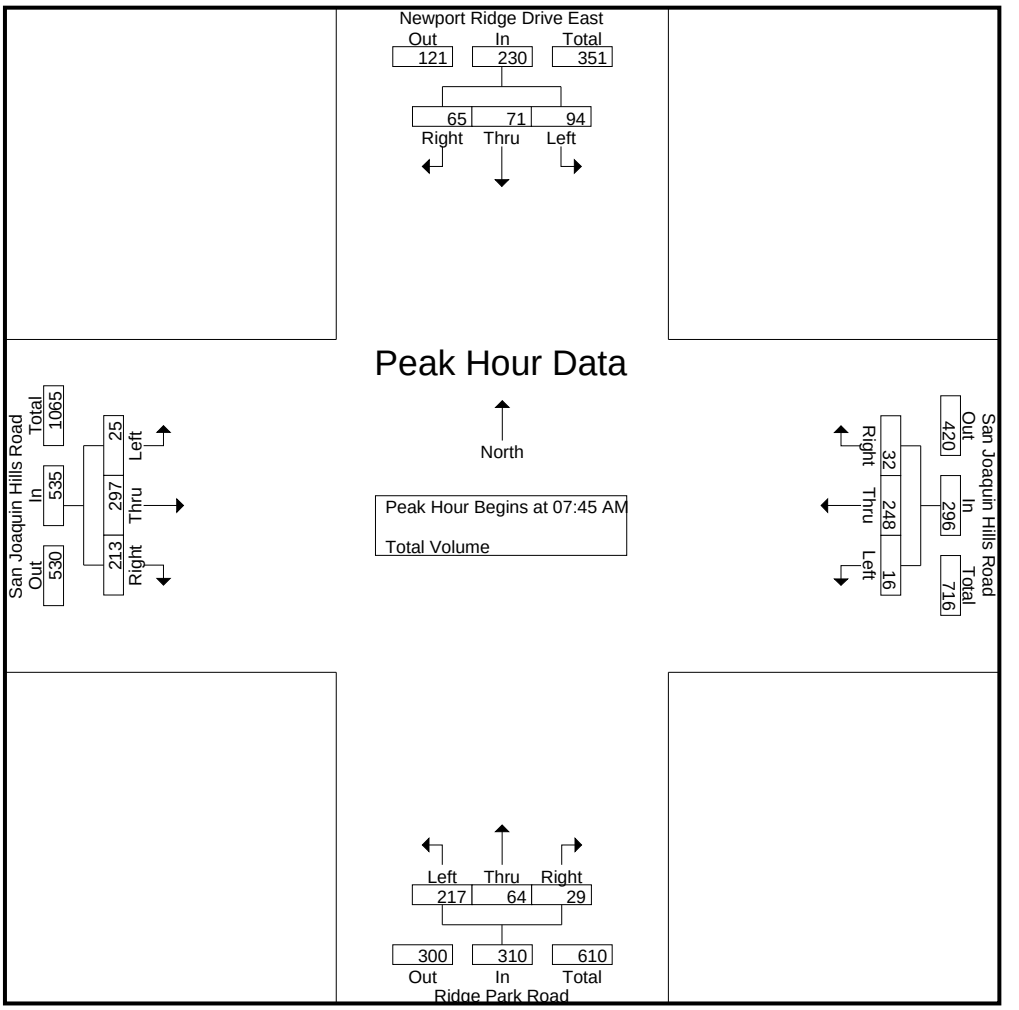
Weather: Clear

File Name : 06_NPB_NRDE_San J AM
Site Code : 00323163
Start Date : 2/15/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				08:00 AM				07:45 AM			
+0 mins.	21	9	13	43	**6**	40	7	53	46	8	5	59	6	66	46	118
+15 mins.	17	8	**22**	47	3	64	7	74	**72**	23	**16**	**111**	2	71	52	125
+30 mins.	26	26	14	66	1	68	13	82	50	**25**	2	77	**9**	**83**	**65**	**157**
+45 mins.	**34**	**31**	19	**84**	4	**70**	**19**	**93**	48	15	6	69	8	77	50	135
Total Volume	98	74	68	240	14	242	46	302	216	71	29	316	25	297	213	535
% App. Total	40.8	30.8	28.3		4.6	80.1	15.2		68.4	22.5	9.2		4.7	55.5	39.8	
PHF	.721	.597	.773	.714	.583	.864	.605	.812	.750	.710	.453	.712	.694	.895	.819	.852

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City of Newport Beach
N/S: Newport Ridge Dr E/Ridge Park Road
E/W: San Joaquin Hills Road
Weather: Clear

File Name : 06_NPB_NRDE_San J PM
Site Code : 00323163
Start Date : 2/15/2023
Page No : 1

Groups Printed- Total Volume

	Newport Ridge Drive East Southbound				San Joaquin Hills Road Westbound				Ridge Park Road Northbound				San Joaquin Hills Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:30 PM	12	8	9	29	15	63	25	103	47	12	3	62	12	83	62	157	351
04:45 PM	15	6	11	32	9	65	25	99	45	13	4	62	17	68	53	138	331
Total	27	14	20	61	24	128	50	202	92	25	7	124	29	151	115	295	682
05:00 PM	20	7	8	35	5	87	18	110	47	7	4	58	8	82	52	142	345
05:15 PM	15	6	8	29	10	68	23	101	47	10	3	60	13	82	54	149	339
05:30 PM	14	2	5	21	12	77	20	109	44	8	5	57	16	73	63	152	339
05:45 PM	9	4	13	26	5	51	30	86	41	10	3	54	11	64	45	120	286
Total	58	19	34	111	32	283	91	406	179	35	15	229	48	301	214	563	1309
06:00 PM	13	4	10	27	7	51	22	80	63	10	8	81	10	60	36	106	294
06:15 PM	13	5	9	27	2	49	15	66	40	10	1	51	13	62	43	118	262
Grand Total	111	42	73	226	65	511	178	754	374	80	31	485	100	574	408	1082	2547
Apprch %	49.1	18.6	32.3		8.6	67.8	23.6		77.1	16.5	6.4		9.2	53	37.7		
Total %	4.4	1.6	2.9	8.9	2.6	20.1	7	29.6	14.7	3.1	1.2	19	3.9	22.5	16	42.5	

	Newport Ridge Drive East Southbound				San Joaquin Hills Road Westbound				Ridge Park Road Northbound				San Joaquin Hills Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	12	**8**	9	29	**15**	63	**25**	103	**47**	12	3	**62**	12	**83**	**62**	**157**	**351**
04:45 PM	15	6	**11**	32	9	65	25	99	45	**13**	**4**	62	**17**	68	53	138	331
05:00 PM	**20**	7	8	**35**	5	**87**	18	**110**	47	7	4	58	8	82	52	142	345
05:15 PM	15	6	8	29	10	68	23	101	47	10	3	60	13	82	54	149	339
Total Volume	62	27	36	125	39	283	91	413	186	42	14	242	50	315	221	586	1366
% App. Total	49.6	21.6	28.8		9.4	68.5	22		76.9	17.4	5.8		8.5	53.8	37.7		
PHF	.775	.844	.818	.893	.650	.813	.910	.939	.989	.808	.875	.976	.735	.949	.891	.933	.973

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City of Newport Beach
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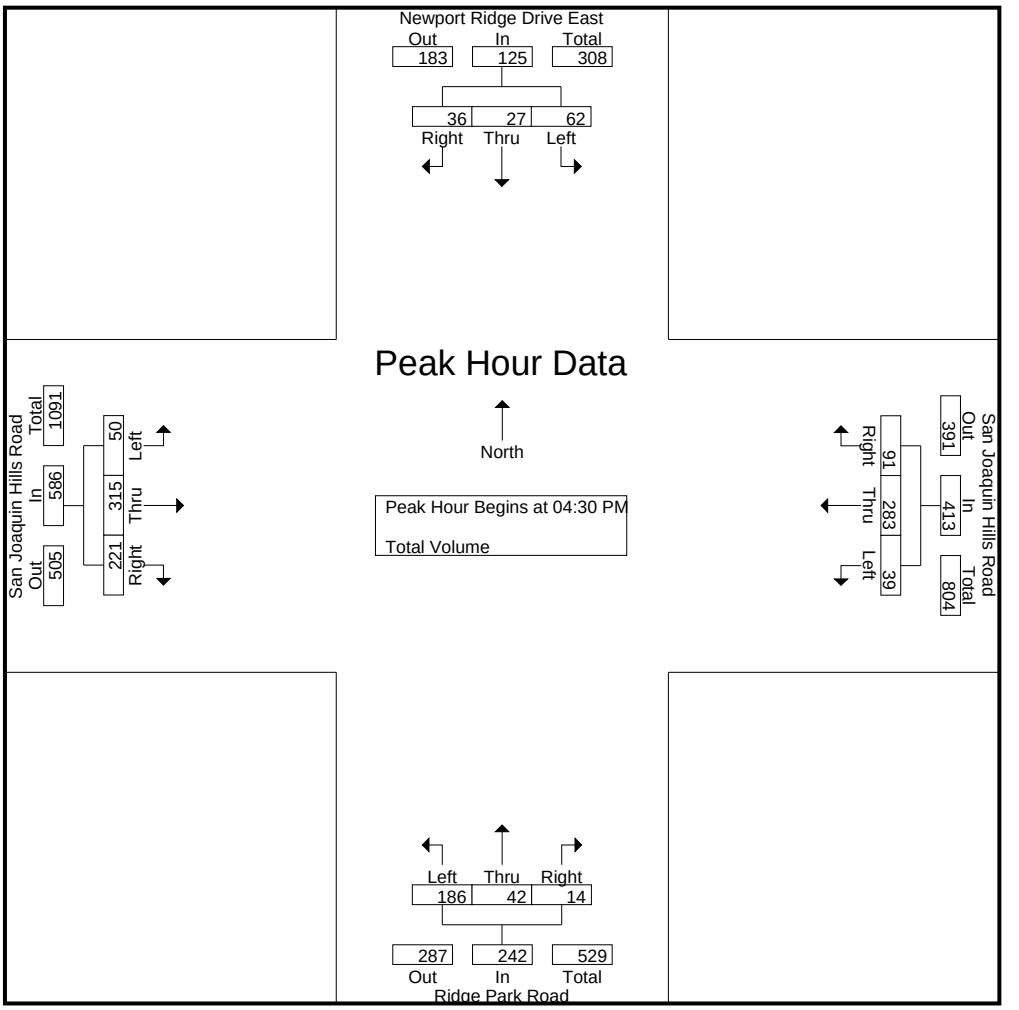
File Name : 06_NPB_NRDE_San J PM
Site Code : 00323163
Start Date : 2/15/2023
Page No : 2



Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				05:15 PM				04:30 PM			
+0 mins.	12	**8**	9	29	9	65	**25**	99	47	**10**	3	60	12	**83**	**62**	**157**
+15 mins.	15	6	**11**	32	5	**87**	18	**110**	44	8	5	57	**17**	68	53	138
+30 mins.	**20**	7	8	**35**	10	68	23	101	41	10	3	54	8	82	52	142
+45 mins.	15	6	8	29	**12**	77	20	109	**63**	10	**8**	**81**	13	82	54	149
Total Volume	62	27	36	125	36	297	86	419	195	38	19	252	50	315	221	586
% App. Total	49.6	21.6	28.8		8.6	70.9	20.5		77.4	15.1	7.5		8.5	53.8	37.7	
PHF	.775	.844	.818	.893	.750	.853	.860	.952	.774	.950	.594	.778	.735	.949	.891	.933

APPENDIX B

ICU WORKSHEETS

Scenario Report

Scenario:	Existing AM
Command:	Default Command
Volume:	Existing AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Newport Coast Dr/Sage Hill Sch	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000 V/C
# 2 Newport Coast Dr/Gas Recovery	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
# 3 Newport Coast Dr/San Joaquin H	A	xxxxx	0.299	A	xxxxx	0.299	+ 0.000 V/C
# 4 Newport Coast Dr/Ridge Park Rd	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000 V/C
# 5 Newport Coast Dr/Coast Hwy	A	xxxxx	0.403	A	xxxxx	0.403	+ 0.000 V/C
# 6 MacArthur Blvd/Ford Rd-Bonita	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 7 MacArthur Blvd/San Joaquin Hil	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000 V/C
# 8 Marguerite Ave/San Joaquin Hil	A	xxxxx	0.377	A	xxxxx	0.377	+ 0.000 V/C
# 9 Newport Ridge Dr E/San Joaquin	A	xxxxx	0.296	A	xxxxx	0.296	+ 0.000 V/C

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

Intersection #1 Newport Coast Dr/Sage Hill School

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	3 0 0	0	0	0 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	1037	439	0	1289	0	0	0	0	58	0	196
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	1037	439	0	1289	0	0	0	0	58	0	196
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	1037	439	0	1289	0	0	0	0	58	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1037	439	0	1289	0	0	0	0	58	0	196
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	1037	439	0	1289	0	0	0	0	58	0	196
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	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	0.23	0.00	0.77
Final Sat.:	0	4800	1600	0	4800	0	0	0	0	365	0	1235
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Moves:	****				****					****		

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

Intersection #2 Newport Coast Dr/Gas Recovery

Cycle (sec):	100	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1 1 0	1	0	2 1 0	0	0	1! 0 0	0	0	1 0 0
Volume Module:												
Base Vol:	0	1158	1	317	1025	0	0	0	0	0	1	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	1158	1	317	1025	0	0	0	0	0	1	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	1158	1	317	1025	0	0	0	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1158	1	317	1025	0	0	0	0	0	1	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	1158	1	317	1025	0	0	0	0	0	1	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	1.99	0.01	1.00	3.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	3197	3	1600	4800	0	0	1600	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.20	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****							****	

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

Intersection #3 Newport Coast Dr/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.299
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	1	0 3	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	85	834	0	11	809	204	331	0	66	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:	85	834	0	11	809	204	331	0	66	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:	85	834	0	11	809	204	331	0	66	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	834	0	11	809	204	331	0	66	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:	85	834	0	11	809	204	331	0	66	0	0	0
OvlAdjVol:									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	0.00	1.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	1600	4800	1600	3200	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.00	0.01	0.17	0.13	0.10	0.00	0.02	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

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

Intersection #4 Newport Coast Dr/Ridge Park Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	94	666	17	182	644	10	99	78	112	27	223	314
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	666	17	182	644	10	99	78	112	27	223	314
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	666	17	182	644	10	99	78	112	27	223	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	666	17	182	644	10	99	78	112	27	223	314
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	666	17	182	644	10	99	78	112	27	223	314
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	2.93	0.07	1.00	2.95	0.05	1.00	0.41	0.59	1.00	1.00	1.00
Final Sat.:	1600	4681	119	1600	4727	73	1600	657	943	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.11	0.14	0.14	0.06	0.12	0.12	0.02	0.14	0.20
Crit Moves:		****			****			****				****

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

Intersection #5 Newport Coast Dr/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	2	0 1	0 1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	4	3	6	295	17	129	191	798	10	10	894	347
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	3	6	295	17	129	191	798	10	10	894	347
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	4	3	6	295	17	0	191	798	10	10	894	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	3	6	295	17	0	191	798	10	10	894	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	4	3	6	295	17	0	191	798	10	10	894	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	533	1067	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.09	0.01	0.00	0.12	0.17	0.01	0.01	0.19	0.00
Crit Moves:		****		****			****				****	

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

Intersection #6 MacArthur Blvd/Ford Rd-Bonita Canyon Dr

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4 0 1	2	0	4 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	76	1255	130	547	2215	48	34	327	70	410	430	781
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:	76	1255	130	547	2215	48	34	327	70	410	430	781
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	76	1255	0	547	2215	0	34	327	70	410	430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1255	0	547	2215	0	34	327	70	410	430	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	76	1255	0	547	2215	0	34	327	70	410	430	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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.00	0.17	0.35	0.00	0.01	0.10	0.04	0.13	0.13	0.00
Crit Moves:		****		****				****		****		

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

Intersection #7 MacArthur Blvd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	3	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	105	837	13	481	1328	899	92	234	47	16	385	535
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:	105	837	13	481	1328	899	92	234	47	16	385	535
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	105	837	13	481	1328	0	92	234	47	16	385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	837	13	481	1328	0	92	234	47	16	385	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	105	837	13	481	1328	0	92	234	47	16	385	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	2.00	3.00	1.00	3.00	2.50	0.50	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	3997	803	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.01	0.15	0.28	0.00	0.02	0.06	0.06	0.01	0.12	0.00
Crit Moves:		****		****			****				****	

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

Intersection #8 Marguerite Ave/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1 0	0 1	1	0 0	1 0	1	0 2	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	272	32	106	30	47	61	34	416	216	127	656	47
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:	272	32	106	30	47	61	34	416	216	127	656	47
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:	272	32	106	30	47	61	34	416	216	127	656	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	32	106	30	47	61	34	416	216	127	656	47
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:	272	32	106	30	47	61	34	416	216	127	656	47
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:	1.79	0.21	1.00	1.00	0.44	0.56	1.00	2.00	1.00	1.00	2.80	0.20
Final Sat.:	2863	337	1600	1600	696	904	1600	3200	1600	1600	4479	321
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.07	0.02	0.07	0.07	0.02	0.13	0.14	0.08	0.15	0.15
Crit Moves:	****					****			****	****		

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

Intersection #9 Newport Ridge Dr E/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.296
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	0	1 0	2	0	0	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	217	64	29		94	71	65		25	297	213		16	248	32	
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:	217	64	29		94	71	65		25	297	213		16	248	32	
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:	217	64	29		94	71	65		25	297	213		16	248	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	217	64	29		94	71	65		25	297	213		16	248	32	
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:	217	64	29		94	71	65		25	297	213		16	248	32	
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	0.69	0.31		2.00	0.52	0.48		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3200	1101	499		3200	835	765		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.06	0.06		0.03	0.08	0.09		0.02	0.09	0.13		0.01	0.08	0.02	
Crit Moves:	****						****				****		****			

Scenario Report

Scenario:	Existing PM
Command:	Default Command
Volume:	Existing PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Newport Coast Dr/Sage Hill Sch	A	xxxxx	0.369	A	xxxxx	0.369	+ 0.000 V/C
# 2 Newport Coast Dr/Gas Recovery	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
# 3 Newport Coast Dr/San Joaquin H	A	xxxxx	0.309	A	xxxxx	0.309	+ 0.000 V/C
# 4 Newport Coast Dr/Ridge Park Rd	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
# 5 Newport Coast Dr/Coast Hwy	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 6 MacArthur Blvd/Ford Rd-Bonita	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000 V/C
# 7 MacArthur Blvd/San Joaquin Hil	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C
# 8 Marguerite Ave/San Joaquin Hil	A	xxxxx	0.417	A	xxxxx	0.417	+ 0.000 V/C
# 9 Newport Ridge Dr E/San Joaquin	A	xxxxx	0.260	A	xxxxx	0.260	+ 0.000 V/C

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

Intersection #1 Newport Coast Dr/Sage Hill School

Cycle (sec):	100	Critical Vol./Cap.(X):	0.369
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	3 0 0	0	0	0 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	1068	143	0	1235	0	0	0	0	53	0	125
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	1068	143	0	1235	0	0	0	0	53	0	125
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	1068	143	0	1235	0	0	0	0	53	0	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1068	143	0	1235	0	0	0	0	53	0	125
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	1068	143	0	1235	0	0	0	0	53	0	125
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	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	4800	1600	0	4800	0	0	0	0	476	0	1124
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.09	0.00	0.26	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****				****					****		

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

Intersection #2 Newport Coast Dr/Gas Recovery

Cycle (sec):	100	Critical Vol./Cap.(X):	0.415
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1 1 0	1	0	2 1 0	0	0	1! 0 0	0	0	0 0 1
Volume Module:												
Base Vol:	0	1098	1	114	1181	0	0	0	0	0	0	1
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	1098	1	114	1181	0	0	0	0	0	0	1
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	1098	1	114	1181	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1098	1	114	1181	0	0	0	0	0	0	1
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	1098	1	114	1181	0	0	0	0	0	0	1
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	1.99	0.01	1.00	3.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	3197	3	1600	4800	0	0	1600	0	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.07	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****							****	

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

Intersection #3 Newport Coast Dr/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.309
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	1	0 3	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	100	823	0	1	897	294	291	0	89	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:	100	823	0	1	897	294	291	0	89	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:	100	823	0	1	897	294	291	0	89	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	823	0	1	897	294	291	0	89	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:	100	823	0	1	897	294	291	0	89	0	0	0
OvlAdjVol:									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	0.00	1.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	1600	4800	1600	3200	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.00	0.00	0.19	0.18	0.09	0.00	0.03	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

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

Intersection #4 Newport Coast Dr/Ridge Park Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	114	820	15	190	758	12	11	103	137	27	82	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	820	15	190	758	12	11	103	137	27	82	133
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	820	15	190	758	12	11	103	137	27	82	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	820	15	190	758	12	11	103	137	27	82	133
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	820	15	190	758	12	11	103	137	27	82	133
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	2.95	0.05	1.00	2.95	0.05	1.00	0.43	0.57	1.00	1.00	1.00
Final Sat.:	1600	4714	86	1600	4725	75	1600	687	913	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.12	0.16	0.16	0.01	0.15	0.15	0.02	0.05	0.08
Crit Moves:		****			****				****		****	

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

Intersection #5 Newport Coast Dr/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	2	0 1	0 1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	14	20	10	557	13	209	146	1065	12	6	938	416
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:	14	20	10	557	13	209	146	1065	12	6	938	416
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	14	20	10	557	13	0	146	1065	12	6	938	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	20	10	557	13	0	146	1065	12	6	938	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	14	20	10	557	13	0	146	1065	12	6	938	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1067	533	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.17	0.01	0.00	0.09	0.22	0.01	0.00	0.20	0.00
Crit Moves:		****		****			****				****	

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

Intersection #6 MacArthur Blvd/Ford Rd-Bonita Canyon Dr

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4 0 1	2	0	4 0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	45	2076	556	680	1761	67	42	323	47	250	332	715
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:	45	2076	556	680	1761	67	42	323	47	250	332	715
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	45	2076	0	680	1761	0	42	323	47	250	332	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	2076	0	680	1761	0	42	323	47	250	332	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	45	2076	0	680	1761	0	42	323	47	250	332	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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.00	0.21	0.28	0.00	0.01	0.10	0.03	0.08	0.10	0.00
Crit Moves:		****		****				****		****		

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

Intersection #7 MacArthur Blvd/San Joaquin Hills Rd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	3	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	55	1438	13	449	1279	288	752	349	74	21	218	456
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	1438	13	449	1279	288	752	349	74	21	218	456
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	1438	13	449	1279	0	752	349	74	21	218	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1438	13	449	1279	0	752	349	74	21	218	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	1438	13	449	1279	0	752	349	74	21	218	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	2.00	3.00	1.00	3.00	2.48	0.52	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	3960	840	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.01	0.14	0.27	0.00	0.16	0.09	0.09	0.01	0.07	0.00
Crit Moves:		****			****			****			****	

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

Intersection #8 Marguerite Ave/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1 0	0 1	1	0 0	1 0	1	0 2	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	237	30	139	47	74	16	11	583	270	147	407	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:	237	30	139	47	74	16	11	583	270	147	407	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:	237	30	139	47	74	16	11	583	270	147	407	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	30	139	47	74	16	11	583	270	147	407	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:	237	30	139	47	74	16	11	583	270	147	407	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:	1.78	0.22	1.00	1.00	0.82	0.18	1.00	2.00	1.00	1.00	2.88	0.12
Final Sat.:	2840	360	1600	1600	1316	284	1600	3200	1600	1600	4608	192
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.09	0.03	0.06	0.06	0.01	0.18	0.17	0.09	0.09	0.09
Crit Moves:			****			****		****		****		

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

Intersection #9 Newport Ridge Dr E/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.260
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	1 0	2 0	0	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	186	42	14	62	27	36	50	315	221	39	283	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	42	14	62	27	36	50	315	221	39	283	91
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:	186	42	14	62	27	36	50	315	221	39	283	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	42	14	62	27	36	50	315	221	39	283	91
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:	186	42	14	62	27	36	50	315	221	39	283	91
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	0.75	0.25	2.00	0.43	0.57	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1200	400	3200	686	914	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.04	0.02	0.04	0.04	0.03	0.10	0.14	0.02	0.09	0.06
Crit Moves:	****			****					****	****		

Scenario Report

Scenario:	Future Year AM
Command:	Default Command
Volume:	Future Year AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Newport Coast Dr/Sage Hill Sch	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000 V/C
# 2 Newport Coast Dr/Gas Recovery	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
# 3 Newport Coast Dr/San Joaquin H	A	xxxxx	0.299	A	xxxxx	0.299	+ 0.000 V/C
# 4 Newport Coast Dr/Ridge Park Rd	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000 V/C
# 5 Newport Coast Dr/Coast Hwy	A	xxxxx	0.419	A	xxxxx	0.419	+ 0.000 V/C
# 6 MacArthur Blvd/Ford Rd-Bonita	B	xxxxx	0.617	B	xxxxx	0.617	+ 0.000 V/C
# 7 MacArthur Blvd/San Joaquin Hil	A	xxxxx	0.488	A	xxxxx	0.488	+ 0.000 V/C
# 8 Marguerite Ave/San Joaquin Hil	A	xxxxx	0.377	A	xxxxx	0.377	+ 0.000 V/C
# 9 Newport Ridge Dr E/San Joaquin	A	xxxxx	0.296	A	xxxxx	0.296	+ 0.000 V/C

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

Intersection #1 Newport Coast Dr/Sage Hill School

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	3 0 0	0	0	0 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	1037	439	0	1289	0	0	0	0	58	0	196
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	1037	439	0	1289	0	0	0	0	58	0	196
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	1037	439	0	1289	0	0	0	0	58	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1037	439	0	1289	0	0	0	0	58	0	196
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	1037	439	0	1289	0	0	0	0	58	0	196
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	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	0.23	0.00	0.77
Final Sat.:	0	4800	1600	0	4800	0	0	0	0	365	0	1235
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.16	0.00	0.16
Crit Moves:	****				****					****		

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

Intersection #2 Newport Coast Dr/Gas Recovery

Cycle (sec):	100	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1 1 0	1	0	2 1 0	0	0	1! 0 0	0	0	1 0 0
Volume Module:												
Base Vol:	0	1158	1	317	1025	0	0	0	0	0	1	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	1158	1	317	1025	0	0	0	0	0	1	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	1158	1	317	1025	0	0	0	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1158	1	317	1025	0	0	0	0	0	1	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	1158	1	317	1025	0	0	0	0	0	1	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	1.99	0.01	1.00	3.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	3197	3	1600	4800	0	0	1600	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.20	0.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****							****	

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

Intersection #3 Newport Coast Dr/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.299
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	1	0 3	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	85	834	0	11	809	204	331	0	66	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:	85	834	0	11	809	204	331	0	66	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:	85	834	0	11	809	204	331	0	66	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	834	0	11	809	204	331	0	66	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:	85	834	0	11	809	204	331	0	66	0	0	0
OvlAdjVol:									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	0.00	1.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	1600	4800	1600	3200	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.00	0.01	0.17	0.13	0.10	0.00	0.02	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

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

Intersection #4 Newport Coast Dr/Ridge Park Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	94	666	17	182	644	10	99	78	112	27	223	314
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	666	17	182	644	10	99	78	112	27	223	314
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	666	17	182	644	10	99	78	112	27	223	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	666	17	182	644	10	99	78	112	27	223	314
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	666	17	182	644	10	99	78	112	27	223	314
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	2.93	0.07	1.00	2.95	0.05	1.00	0.41	0.59	1.00	1.00	1.00
Final Sat.:	1600	4681	119	1600	4727	73	1600	657	943	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.11	0.14	0.14	0.06	0.12	0.12	0.02	0.14	0.20
Crit Moves:		****			****			****				****

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

Intersection #5 Newport Coast Dr/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	2	0 1	0 1	0	3	0 1	1	0 3	0 1
Volume Module:													
Base Vol:	4	3	6	295	17	129	199	845	10	10	946	361
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	3	6	295	17	129	199	845	10	10	946	361
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	4	3	6	295	17	0	199	845	10	10	946	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	3	6	295	17	0	199	845	10	10	946	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	4	3	6	295	17	0	199	845	10	10	946	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	533	1067	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.09	0.01	0.00	0.12	0.18	0.01	0.01	0.20	0.00
Crit Moves:		****		****			****				****	

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

Intersection #6 MacArthur Blvd/Ford Rd-Bonita Canyon Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4 0 1	2	0	4 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	79	1333	140	569	2370	50	34	327	70	412	430	781
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:	79	1333	140	569	2370	50	34	327	70	412	430	781
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	79	1333	0	569	2370	0	34	327	70	412	430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1333	0	569	2370	0	34	327	70	412	430	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	79	1333	0	569	2370	0	34	327	70	412	430	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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.00	0.18	0.37	0.00	0.01	0.10	0.04	0.13	0.13	0.00
Crit Moves:		****		****				****		****		

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

Intersection #7 MacArthur Blvd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	3	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	111	875	14	501	1387	1002	128	238	48	16	391	535
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	875	14	501	1387	1002	128	238	48	16	391	535
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	111	875	14	501	1387	0	128	238	48	16	391	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	875	14	501	1387	0	128	238	48	16	391	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	111	875	14	501	1387	0	128	238	48	16	391	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	2.00	3.00	1.00	3.00	2.50	0.50	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	3994	806	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.01	0.16	0.29	0.00	0.03	0.06	0.06	0.01	0.12	0.00
Crit Moves:		****			****			****			****	

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

Intersection #8 Marguerite Ave/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1 0	0 1	1	0 0	1 0	1	0 2	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	272	32	106	30	47	61	34	416	216	127	656	47
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:	272	32	106	30	47	61	34	416	216	127	656	47
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:	272	32	106	30	47	61	34	416	216	127	656	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	32	106	30	47	61	34	416	216	127	656	47
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:	272	32	106	30	47	61	34	416	216	127	656	47
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:	1.79	0.21	1.00	1.00	0.44	0.56	1.00	2.00	1.00	1.00	2.80	0.20
Final Sat.:	2863	337	1600	1600	696	904	1600	3200	1600	1600	4479	321
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.07	0.02	0.07	0.07	0.02	0.13	0.14	0.08	0.15	0.15
Crit Moves:	****					****			****	****		

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

Intersection #9 Newport Ridge Dr E/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.296
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	1 0	2 0	0	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	217	64	29	94	71	65	25	297	213	16	248	32
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:	217	64	29	94	71	65	25	297	213	16	248	32
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:	217	64	29	94	71	65	25	297	213	16	248	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	64	29	94	71	65	25	297	213	16	248	32
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:	217	64	29	94	71	65	25	297	213	16	248	32
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	0.69	0.31	2.00	0.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1101	499	3200	835	765	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.03	0.08	0.09	0.02	0.09	0.13	0.01	0.08	0.02
Crit Moves:	****					****			****	****		

Scenario Report

Scenario:	Future Year PM
Command:	Default Command
Volume:	Future Year PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Newport Coast Dr/Sage Hill Sch	A	xxxxx	0.369	A	xxxxx	0.369	+ 0.000 V/C
# 2 Newport Coast Dr/Gas Recovery	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
# 3 Newport Coast Dr/San Joaquin H	A	xxxxx	0.311	A	xxxxx	0.311	+ 0.000 V/C
# 4 Newport Coast Dr/Ridge Park Rd	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
# 5 Newport Coast Dr/Coast Hwy	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000 V/C
# 6 MacArthur Blvd/Ford Rd-Bonita	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000 V/C
# 7 MacArthur Blvd/San Joaquin Hil	C	xxxxx	0.706	C	xxxxx	0.706	+ 0.000 V/C
# 8 Marguerite Ave/San Joaquin Hil	A	xxxxx	0.419	A	xxxxx	0.419	+ 0.000 V/C
# 9 Newport Ridge Dr E/San Joaquin	A	xxxxx	0.260	A	xxxxx	0.260	+ 0.000 V/C

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

Intersection #1 Newport Coast Dr/Sage Hill School

Cycle (sec):	100	Critical Vol./Cap.(X):	0.369
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	3 0 0	0	0	0 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	1068	143	0	1235	0	0	0	0	53	0	125
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	1068	143	0	1235	0	0	0	0	53	0	125
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	1068	143	0	1235	0	0	0	0	53	0	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1068	143	0	1235	0	0	0	0	53	0	125
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	1068	143	0	1235	0	0	0	0	53	0	125
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	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	4800	1600	0	4800	0	0	0	0	476	0	1124
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.09	0.00	0.26	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****				****					****		

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

Intersection #2 Newport Coast Dr/Gas Recovery

Cycle (sec):	100	Critical Vol./Cap.(X):	0.415
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1 1 0	1	0	2 1 0	0	0	1! 0 0	0	0	0 0 1
Volume Module:												
Base Vol:	0	1098	1	114	1181	0	0	0	0	0	0	1
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	1098	1	114	1181	0	0	0	0	0	0	1
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	1098	1	114	1181	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1098	1	114	1181	0	0	0	0	0	0	1
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	1098	1	114	1181	0	0	0	0	0	0	1
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	1.99	0.01	1.00	3.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	3197	3	1600	4800	0	0	1600	0	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.07	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****							****	

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

Intersection #3 Newport Coast Dr/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.311
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	1	0 3	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	103	823	0	1	897	297	294	0	92	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:	103	823	0	1	897	297	294	0	92	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:	103	823	0	1	897	297	294	0	92	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	823	0	1	897	297	294	0	92	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:	103	823	0	1	897	297	294	0	92	0	0	0
OvlAdjVol:									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	0.00	1.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	1600	4800	1600	3200	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.00	0.00	0.19	0.19	0.09	0.00	0.03	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

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

Intersection #4 Newport Coast Dr/Ridge Park Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	114	820	15	190	758	12	11	103	137	27	82	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	820	15	190	758	12	11	103	137	27	82	133
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	820	15	190	758	12	11	103	137	27	82	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	820	15	190	758	12	11	103	137	27	82	133
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	820	15	190	758	12	11	103	137	27	82	133
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	2.95	0.05	1.00	2.95	0.05	1.00	0.43	0.57	1.00	1.00	1.00
Final Sat.:	1600	4714	86	1600	4725	75	1600	687	913	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.12	0.16	0.16	0.01	0.15	0.15	0.02	0.05	0.08
Crit Moves:	****			****				****		****		

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

Intersection #5 Newport Coast Dr/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	2	0 1	0 1	0	3	0 1	1	0 3	0 1
Volume Module:													
Base Vol:	14	20	10	557	13	209	152	1124	12	6	980	433
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:	14	20	10	557	13	209	152	1124	12	6	980	433
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	14	20	10	557	13	0	152	1124	12	6	980	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	20	10	557	13	0	152	1124	12	6	980	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	14	20	10	557	13	0	152	1124	12	6	980	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1067	533	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.17	0.01	0.00	0.10	0.23	0.01	0.00	0.20	0.00
Crit Moves:		****		****			****				****	

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

Intersection #6 MacArthur Blvd/Ford Rd-Bonita Canyon Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0 4	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:													
Base Vol:	47	2240	589	707	1867	70	42	323	47	256	332	715
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:	47	2240	589	707	1867	70	42	323	47	256	332	715
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	47	2240	0	707	1867	0	42	323	47	256	332	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2240	0	707	1867	0	42	323	47	256	332	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	47	2240	0	707	1867	0	42	323	47	256	332	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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.00	0.22	0.29	0.00	0.01	0.10	0.03	0.08	0.10	0.00
Crit Moves:		****		****				****		****		

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

Intersection #7 MacArthur Blvd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	3	0	2	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	60	1505		14	468	1340		339	843	355		75	21	226		456
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:	60	1505		14	468	1340		339	843	355		75	21	226		456
User Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00
PHF Volume:	60	1505		14	468	1340		0	843	355		75	21	226		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	60	1505		14	468	1340		0	843	355		75	21	226		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00
FinalVolume:	60	1505		14	468	1340		0	843	355		75	21	226		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	2.00	3.00		1.00	3.00	2.48		0.52	1.00	2.00		1.00
Final Sat.:	3200	4800		1600	3200	4800		1600	4800	3963		837	1600	3200		1600
Capacity Analysis Module:																
Vol/Sat:	0.02	0.31		0.01	0.15	0.28		0.00	0.18	0.09		0.09	0.01	0.07		0.00
Crit Moves:		****				****				****				****		

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

Intersection #8 Marguerite Ave/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0 1	1	0	0	1 0	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	237	30		139	47	74		16	11	589		270	147	413		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:	237	30		139	47	74		16	11	589		270	147	413		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:	237	30		139	47	74		16	11	589		270	147	413		17
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	237	30		139	47	74		16	11	589		270	147	413		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:	237	30		139	47	74		16	11	589		270	147	413		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:	1.78	0.22		1.00	1.00	0.82		0.18	1.00	2.00		1.00	1.00	2.88		0.12
Final Sat.:	2840	360		1600	1600	1316		284	1600	3200		1600	1600	4610		190
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08		0.09	0.03	0.06		0.06	0.01	0.18		0.17	0.09	0.09		0.09
Crit Moves:				****				****		****			****			

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

Intersection #9 Newport Ridge Dr E/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.260
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	1 0	2 0	0	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	186	42	14	62	27	36	50	321	221	39	289	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	42	14	62	27	36	50	321	221	39	289	91
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:	186	42	14	62	27	36	50	321	221	39	289	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	42	14	62	27	36	50	321	221	39	289	91
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:	186	42	14	62	27	36	50	321	221	39	289	91
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	0.75	0.25	2.00	0.43	0.57	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1200	400	3200	686	914	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.04	0.02	0.04	0.04	0.03	0.10	0.14	0.02	0.09	0.06
Crit Moves:	****			****					****	****		

Scenario Report

Scenario:	Future Year Plus Project AM
Command:	Default Command
Volume:	Future Year plus Project AM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Newport Coast Dr/Sage Hill Sch	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
# 2 Newport Coast Dr/Gas Recovery	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000 V/C
# 3 Newport Coast Dr/San Joaquin H	A	xxxxx	0.305	A	xxxxx	0.305	+ 0.000 V/C
# 4 Newport Coast Dr/Ridge Park Rd	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000 V/C
# 5 Newport Coast Dr/Coast Hwy	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000 V/C
# 6 MacArthur Blvd/Ford Rd-Bonita	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000 V/C
# 7 MacArthur Blvd/San Joaquin Hil	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 8 Marguerite Ave/San Joaquin Hil	A	xxxxx	0.379	A	xxxxx	0.379	+ 0.000 V/C
# 9 Newport Ridge Dr E/San Joaquin	A	xxxxx	0.296	A	xxxxx	0.296	+ 0.000 V/C

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

Intersection #1 Newport Coast Dr/Sage Hill School

Cycle (sec):	100	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	3 0 0	0	0	0 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	1037	525	0	1349	0	0	0	0	78	0	242
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	1037	525	0	1349	0	0	0	0	78	0	242
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	1037	525	0	1349	0	0	0	0	78	0	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1037	525	0	1349	0	0	0	0	78	0	242
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	1037	525	0	1349	0	0	0	0	78	0	242
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	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	0.24	0.00	0.76
Final Sat.:	0	4800	1600	0	4800	0	0	0	0	390	0	1210
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.33	0.00	0.28	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Crit Moves:			**** ****							****		

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

Intersection #2 Newport Coast Dr/Gas Recovery

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1 1 0	1	0	2 1 0	0	0	1! 0 0	0	0	1 0 0
Volume Module:												
Base Vol:	0	1184	1	377	1045	0	0	0	0	0	1	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	1184	1	377	1045	0	0	0	0	0	1	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	1184	1	377	1045	0	0	0	0	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1184	1	377	1045	0	0	0	0	0	1	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	1184	1	377	1045	0	0	0	0	0	1	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	1.99	0.01	1.00	3.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	3197	3	1600	4800	0	0	1600	0	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.24	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****							****	

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

Intersection #3 Newport Coast Dr/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.305
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	1	0 3	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	85	846	0	11	818	215	345	0	66	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:	85	846	0	11	818	215	345	0	66	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:	85	846	0	11	818	215	345	0	66	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	846	0	11	818	215	345	0	66	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:	85	846	0	11	818	215	345	0	66	0	0	0
OvlAdjVol:									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	0.00	1.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	1600	4800	1600	3200	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.00	0.01	0.17	0.13	0.11	0.00	0.02	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

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

Intersection #4 Newport Coast Dr/Ridge Park Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	94	674	17	185	650	10	99	78	112	27	223	318
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	674	17	185	650	10	99	78	112	27	223	318
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	674	17	185	650	10	99	78	112	27	223	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	674	17	185	650	10	99	78	112	27	223	318
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	674	17	185	650	10	99	78	112	27	223	318
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	2.93	0.07	1.00	2.95	0.05	1.00	0.41	0.59	1.00	1.00	1.00
Final Sat.:	1600	4682	118	1600	4727	73	1600	657	943	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.12	0.14	0.14	0.06	0.12	0.12	0.02	0.14	0.20
Crit Moves:		****			****			****				****

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

Intersection #5 Newport Coast Dr/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	2	0 1	0 1	0	3	0 1	1	0 3	0 1
Volume Module:													
Base Vol:	4	3	6	298	17	132	203	845	10	10	946	365
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	3	6	298	17	132	203	845	10	10	946	365
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	4	3	6	298	17	0	203	845	10	10	946	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	3	6	298	17	0	203	845	10	10	946	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	4	3	6	298	17	0	203	845	10	10	946	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	533	1067	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.09	0.01	0.00	0.13	0.18	0.01	0.01	0.20	0.00
Crit Moves:		****		****			****				****	

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

Intersection #6 MacArthur Blvd/Ford Rd-Bonita Canyon Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0 4	0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:													
Base Vol:	79	1333	140	573	2370	50	34	331	70	412	433	784
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:	79	1333	140	573	2370	50	34	331	70	412	433	784
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	79	1333	0	573	2370	0	34	331	70	412	433	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1333	0	573	2370	0	34	331	70	412	433	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	79	1333	0	573	2370	0	34	331	70	412	433	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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.00	0.18	0.37	0.00	0.01	0.10	0.04	0.13	0.14	0.00
Crit Moves:		****		****				****		****		

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

Intersection #7 MacArthur Blvd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	3	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	111	875	14	501	1387	1002	128	242	48	16	394	535
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	875	14	501	1387	1002	128	242	48	16	394	535
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	111	875	14	501	1387	0	128	242	48	16	394	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	875	14	501	1387	0	128	242	48	16	394	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	111	875	14	501	1387	0	128	242	48	16	394	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	2.00	3.00	1.00	3.00	2.50	0.50	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	4006	794	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.01	0.16	0.29	0.00	0.03	0.06	0.06	0.01	0.12	0.00
Crit Moves:		****		****			****				****	

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

Intersection #8 Marguerite Ave/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1 0	0 1	1	0 0	1 0	1	0 2	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	272	32	111	30	47	61	34	420	216	131	659	47
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:	272	32	111	30	47	61	34	420	216	131	659	47
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:	272	32	111	30	47	61	34	420	216	131	659	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	32	111	30	47	61	34	420	216	131	659	47
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:	272	32	111	30	47	61	34	420	216	131	659	47
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:	1.79	0.21	1.00	1.00	0.44	0.56	1.00	2.00	1.00	1.00	2.80	0.20
Final Sat.:	2863	337	1600	1600	696	904	1600	3200	1600	1600	4480	320
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.07	0.02	0.07	0.07	0.02	0.13	0.14	0.08	0.15	0.15
Crit Moves:	****					****			****	****		

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

Intersection #9 Newport Ridge Dr E/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.296
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	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	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	0	1 0	2	0	0	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	217	64	29		94	71	65		25	311	213		16	259	32	
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:	217	64	29		94	71	65		25	311	213		16	259	32	
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:	217	64	29		94	71	65		25	311	213		16	259	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	217	64	29		94	71	65		25	311	213		16	259	32	
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:	217	64	29		94	71	65		25	311	213		16	259	32	
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	0.69	0.31		2.00	0.52	0.48		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3200	1101	499		3200	835	765		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.06	0.06		0.03	0.08	0.09		0.02	0.10	0.13		0.01	0.08	0.02	
Crit Moves:	****						****				****	****				

Scenario Report

Scenario:	Future Year Plus Project PM
Command:	Default Command
Volume:	Future Year plus Project PM
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Newport Coast Dr/Sage Hill Sch	A	xxxxx	0.384	A	xxxxx	0.384	+ 0.000 V/C
# 2 Newport Coast Dr/Gas Recovery	A	xxxxx	0.424	A	xxxxx	0.424	+ 0.000 V/C
# 3 Newport Coast Dr/San Joaquin H	A	xxxxx	0.313	A	xxxxx	0.313	+ 0.000 V/C
# 4 Newport Coast Dr/Ridge Park Rd	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
# 5 Newport Coast Dr/Coast Hwy	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000 V/C
# 6 MacArthur Blvd/Ford Rd-Bonita	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000 V/C
# 7 MacArthur Blvd/San Joaquin Hil	C	xxxxx	0.706	C	xxxxx	0.706	+ 0.000 V/C
# 8 Marguerite Ave/San Joaquin Hil	A	xxxxx	0.421	A	xxxxx	0.421	+ 0.000 V/C
# 9 Newport Ridge Dr E/San Joaquin	A	xxxxx	0.260	A	xxxxx	0.260	+ 0.000 V/C

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

Intersection #1 Newport Coast Dr/Sage Hill School

Cycle (sec):	100	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	0	0	3 0 0	0	0	0 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	1068	161	0	1248	0	0	0	0	60	0	139
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	1068	161	0	1248	0	0	0	0	60	0	139
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	1068	161	0	1248	0	0	0	0	60	0	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1068	161	0	1248	0	0	0	0	60	0	139
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	1068	161	0	1248	0	0	0	0	60	0	139
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	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	0.30	0.00	0.70
Final Sat.:	0	4800	1600	0	4800	0	0	0	0	482	0	1118
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.10	0.00	0.26	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:	****				****					****		

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

Intersection #2 Newport Coast Dr/Gas Recovery

Cycle (sec):	100	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1 1 0	1	0	2 1 0	0	0	1! 0 0	0	0	0 0 1
Volume Module:												
Base Vol:	0	1103	1	127	1188	0	0	0	0	0	0	1
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	1103	1	127	1188	0	0	0	0	0	0	1
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	1103	1	127	1188	0	0	0	0	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1103	1	127	1188	0	0	0	0	0	0	1
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	1103	1	127	1188	0	0	0	0	0	0	1
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	1.99	0.01	1.00	3.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Final Sat.:	0	3197	3	1600	4800	0	0	1600	0	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.35	0.08	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****							****	

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

Intersection #3 Newport Coast Dr/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.313
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	1	0 3	0 1	2	0 0	0 2	0	0 0	0 0
Volume Module:												
Base Vol:	103	825	0	1	900	301	297	0	92	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:	103	825	0	1	900	301	297	0	92	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:	103	825	0	1	900	301	297	0	92	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	825	0	1	900	301	297	0	92	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:	103	825	0	1	900	301	297	0	92	0	0	0
OvlAdjVol:									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	0.00	1.00	3.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	1600	4800	1600	3200	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.00	0.00	0.19	0.19	0.09	0.00	0.03	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

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

Intersection #4 Newport Coast Dr/Ridge Park Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	114	821	15	191	760	12	11	103	137	27	82	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	821	15	191	760	12	11	103	137	27	82	134
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	821	15	191	760	12	11	103	137	27	82	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	821	15	191	760	12	11	103	137	27	82	134
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	821	15	191	760	12	11	103	137	27	82	134
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	2.95	0.05	1.00	2.95	0.05	1.00	0.43	0.57	1.00	1.00	1.00
Final Sat.:	1600	4714	86	1600	4725	75	1600	687	913	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.12	0.16	0.16	0.01	0.15	0.15	0.02	0.05	0.08
Crit Moves:		****			****				****		****	

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

Intersection #5 Newport Coast Dr/Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	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			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	2	0 1	0 1	0	3	0 1	1	0 3	0 1
Volume Module:													
Base Vol:	14	20	10	558	13	210	152	1124	12	6	980	434
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:	14	20	10	558	13	210	152	1124	12	6	980	434
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	14	20	10	558	13	0	152	1124	12	6	980	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	20	10	558	13	0	152	1124	12	6	980	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	14	20	10	558	13	0	152	1124	12	6	980	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1067	533	3200	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.17	0.01	0.00	0.10	0.23	0.01	0.00	0.20	0.00
Crit Moves:		****		****			****				****	

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

Intersection #6 MacArthur Blvd/Ford Rd-Bonita Canyon Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	4	0 1	2	0 4	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:													
Base Vol:	47	2240	589	708	1867	70	42	324	47	256	333	716
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:	47	2240	589	708	1867	70	42	324	47	256	333	716
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	47	2240	0	708	1867	0	42	324	47	256	333	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2240	0	708	1867	0	42	324	47	256	333	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	47	2240	0	708	1867	0	42	324	47	256	333	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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.00	0.22	0.29	0.00	0.01	0.10	0.03	0.08	0.10	0.00
Crit Moves:		****		****				****		****		

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

Intersection #7 MacArthur Blvd/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	3	0 2	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	60	1505	14	468	1340	339	843	356	75	21	227	456
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:	60	1505	14	468	1340	339	843	356	75	21	227	456
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	60	1505	14	468	1340	0	843	356	75	21	227	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1505	14	468	1340	0	843	356	75	21	227	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	60	1505	14	468	1340	0	843	356	75	21	227	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	2.00	3.00	1.00	3.00	2.48	0.52	1.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	3965	835	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.01	0.15	0.28	0.00	0.18	0.09	0.09	0.01	0.07	0.00
Crit Moves:		****			****			****			****	

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

Intersection #8 Marguerite Ave/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.421
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1 0	0 1	1	0 0	1 0	1	0 2	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	237	30	140	47	74	16	11	590	270	148	414	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:	237	30	140	47	74	16	11	590	270	148	414	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:	237	30	140	47	74	16	11	590	270	148	414	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	30	140	47	74	16	11	590	270	148	414	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:	237	30	140	47	74	16	11	590	270	148	414	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:	1.78	0.22	1.00	1.00	0.82	0.18	1.00	2.00	1.00	1.00	2.88	0.12
Final Sat.:	2840	360	1600	1600	1316	284	1600	3200	1600	1600	4611	189
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.09	0.03	0.06	0.06	0.01	0.18	0.17	0.09	0.09	0.09
Crit Moves:			****			****		****		****		

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

Intersection #9 Newport Ridge Dr E/San Joaquin Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.260
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0	1 0	2 0	0	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	186	42	14	62	27	36	50	324	221	39	293	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	42	14	62	27	36	50	324	221	39	293	91
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:	186	42	14	62	27	36	50	324	221	39	293	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	42	14	62	27	36	50	324	221	39	293	91
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:	186	42	14	62	27	36	50	324	221	39	293	91
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	0.75	0.25	2.00	0.43	0.57	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1200	400	3200	686	914	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.04	0.02	0.04	0.04	0.03	0.10	0.14	0.02	0.09	0.06
Crit Moves:	****			****					****	****		

APPENDIX C

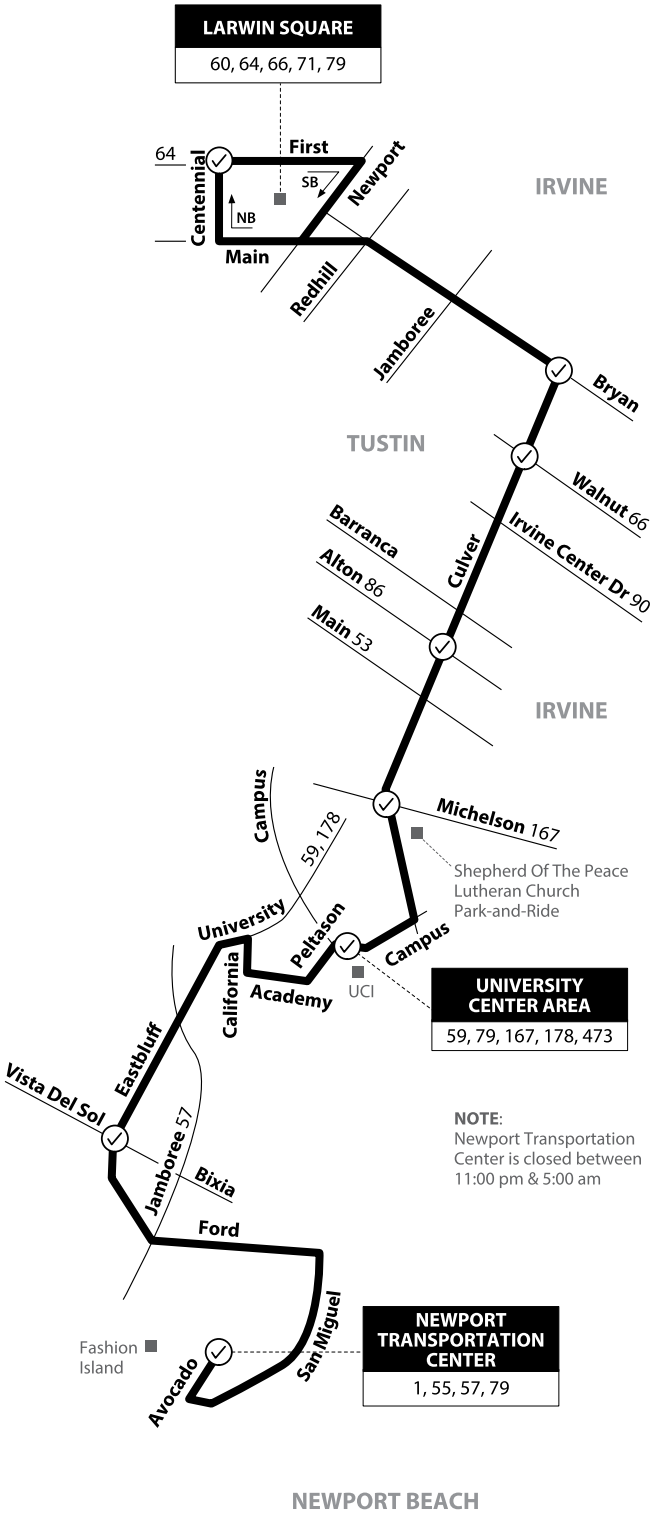
OCTA BUS SYSTEM MAPS

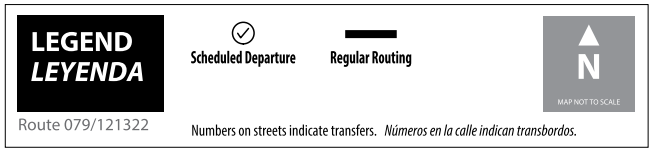
South County System Map

OCBUS
OCbus.com

- Local Routes (1-99)
- Community Routes (100-199)
- Metrolink Stationlink Routes (400-499) — Weekday Rush Hour Only
- Bravo Limited Stop Service (500-599)
- City Shuttle
- Rail Stations
- OC Bus Transit Centers

Use West/Central County Ride Guide for routes serving West and Central County. | For Tustin, Villa Park, Anaheim Hills and Yorba Linda use the North County Ride Guide





Monday - Friday
NORTHBOUND To: Tustin

Newport Transportation Center	Eastbluff & Bixia	University Center	Culver & Michelson	Culver & Alton	Culver & Walnut	Bryan & Culver	Larwin Square
5:42	5:58	6:08	6:16	6:20	6:28	6:33	6:49
6:12	6:28	6:38	6:46	6:50	6:58	7:03	7:19
6:38	6:54	7:06	7:16	7:22	7:30	7:35	7:51
7:08	7:24	7:36	7:46	7:52	8:00	8:05	8:21
7:38	7:54	8:06	8:16	8:22	8:30	8:35	8:51
8:08	8:24	8:36	8:46	8:52	9:00	9:05	9:21
8:37	8:53	9:05	9:16	9:22	9:32	9:38	9:54
9:20	9:36	9:48	9:59	10:05	10:15	10:21	10:37
10:05	10:21	10:33	10:44	10:50	11:00	11:06	11:22
10:50	11:06	11:18	11:29	11:35	11:45	11:51	**12:07**
11:35	11:51	**12:03**	**12:14**	**12:20**	**12:30**	**12:36**	**12:52**
12:20	**12:36**	**12:48**	**12:59**	**1:05**	**1:15**	**1:21**	**1:37**
12:59	**1:15**	**1:27**	**1:41**	**1:48**	**1:58**	**2:04**	**2:23**
1:45	**2:01**	**2:13**	**2:27**	**2:34**	**2:44**	**2:50**	**3:09**
2:30	**2:46**	**2:58**	**3:12**	**3:19**	**3:29**	**3:35**	**3:54**
3:00	**3:16**	**3:28**	**3:42**	**3:49**	**3:59**	**4:05**	**4:24**
3:30	**3:46**	**3:58**	**4:12**	**4:19**	**4:29**	**4:35**	**4:54**
4:00	**4:16**	**4:28**	**4:42**	**4:49**	**4:59**	**5:05**	**5:24**
4:27	**4:47**	**5:00**	**5:12**	**5:19**	**5:29**	**5:35**	**5:54**
4:57	**5:17**	**5:30**	**5:42**	**5:49**	**5:59**	**6:05**	**6:24**
5:27	**5:47**	**6:00**	**6:12**	**6:19**	**6:29**	**6:35**	**6:54**
5:57	**6:17**	**6:30**	**6:42**	**6:49**	**6:59**	**7:05**	**7:24**
6:50	**7:06**	**7:18**	**7:27**	**7:32**	**7:42**	**7:48**	**8:06**
7:35	**7:51**	**8:03**	**8:12**	**8:17**	**8:27**	**8:33**	**8:51**
8:20	**8:36**	**8:48**	**8:57**	**9:02**	**9:12**	**9:18**	**9:36**
9:05	**9:21**	**9:33**	**9:42**	**9:47**	**9:55**	**9:59**	**10:11**
9:50	**10:06**	**10:18**	**10:27**	**10:32**	**10:40**	**10:44**	**10:56**

SERVICE TO / SERVICIO A

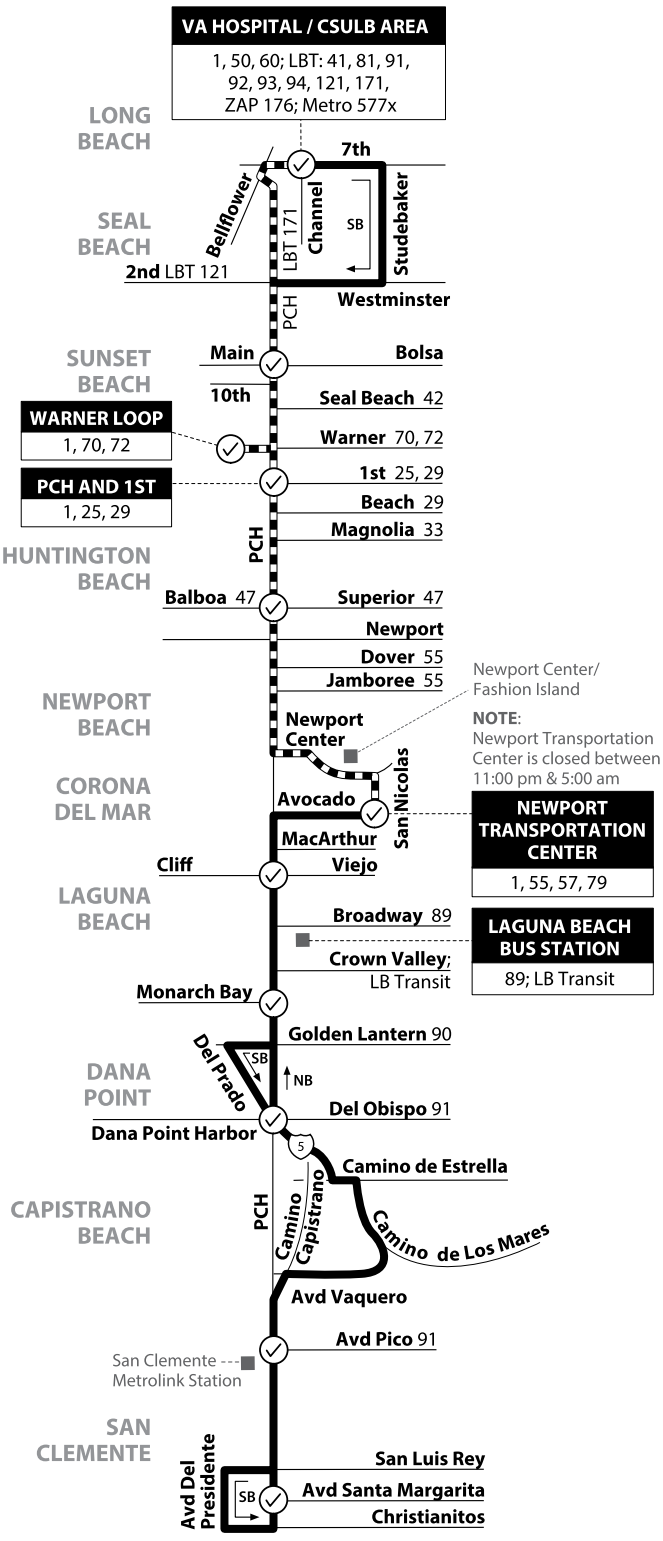
Tustin
- Columbus Tustin Middle School
- Larwin Square
- Tustin Civic Center
- Tustin High School
- Tustin Ranch Golf Course

Irvine
- Arnold O. Beckman High School
- Heritage Plaza
- Irvine High School
- Venado Middle School
- Woodbridge High School
- University High School
- University Center
- UC Irvine
- Shepherd of the Peace
- Katie Wheeler Library
- Northwood Community Park
- Lower Peters Canyon Community Park
- The Crossroads
- Alton Athletic Park
- William R. Mason Regional Park

Newport Beach
- Corona Del Mar High School
- Newport Center/ Fashion Island
- Newport Transportatio Center
- Newport Beach Civic Center and Park
- Bonita Creek Park
- Newport Sport Museum

1 Long Beach to San Clemente

via Pacific Coast Hwy



Monday-Friday
NORTHBOUND To: Long Beach

El Camino & Santa Margarita	El Camino Real & Avd Pico	Pacific Coast Hwy & Del Obispo	Pacific Coast Hwy & Crown Valley	Pacific Coast Hwy & Viejo	Newport Transportation Center	Pacific Coast Hwy & Superior	Pacific Coast Hwy & Huntington	Warner & Pacific Coast Hwy	Pacific Coast Hwy & Bolsa	7th & Channel
4:37	4:49	5:03	5:12	5:28	5:46	5:59	6:10	6:22	6:31	6:44
5:39	5:51	6:05	6:14	6:30	6:48	7:01	7:12	7:24	7:33	7:46
6:32	6:44	6:58	7:09	7:30	7:50	8:05	8:16	8:28	8:37	8:50
7:27	7:42	7:57	8:08	8:30	8:51	9:06	9:18	9:32	9:42	9:55
8:26	8:41	8:56	9:07	9:29	9:50	10:05	10:17	10:31	10:41	10:54
9:23	9:38	9:53	10:04	10:26	10:47	11:02	11:14	11:28	11:38	11:51
10:20	10:35	10:50	11:01	11:23	11:44	11:59	**12:11**	**12:25**	**12:35**	**12:48**
11:06	11:21	11:37	11:49	**12:15**	**12:41**	**12:59**	**1:11**	**1:25**	**1:37**	**1:50**
12:06	**12:21**	**12:37**	**12:49**	**1:15**	**1:41**	**1:59**	**2:11**	**2:25**	**2:37**	**2:50**
1:06	**1:21**	**1:37**	**1:49**	**2:15**	**2:41**	**2:59**	**3:11**	**3:25**	**3:37**	**3:50**
2:07	**2:22**	**2:38**	**2:50**	**3:16**	**3:42**	**4:00**	**4:12**	**4:26**	**4:38**	**4:51**
3:07	**3:23**	**3:40**	**3:52**	**4:18**	**4:44**	**5:02**	**5:14**	**5:27**	**5:39**	**5:52**
4:11	**4:26**	**4:42**	**4:53**	**5:17**	**5:40**	**5:57**	**6:09**	**6:22**	**6:34**	**6:47**
5:06	**5:21**	**5:37**	**5:48**	**6:12**	**6:35**	**6:52**	**7:04**	**7:17**	**7:29**	**7:42**
6:11	**6:26**	**6:42**	**6:53**	**7:17**	**7:40**	**7:57**	**8:09**	**8:22**	**8:34**	**8:47**
7:31	**7:44**	**7:59**	**8:09**	**8:27**	**8:45**	**9:00**	**9:11**	**9:24**	**9:36**	**9:49**
8:40	**8:53**	**9:08**	**9:18**	**9:36**	**9:54**	**10:09**	**10:20**	**10:33**	**10:45**	**10:58**

Monday-Friday
SOUTHBOUND To: San Clemente

7th & Channel	Pacific Coast Hwy & 10th	Warner & Pacific Coast Hwy	Pacific Coast Hwy & 1st	Pacific Coast Hwy & Balboa-Nwpt Bch	Newport Transportation Center	Pacific Coast Hwy & Cliff	Pacific Coast Hwy & Monarch Bay	Pacific Coast Hwy & Dana Point Harbor	El Camino Real & Avd Pico	El Camino & Santa Margarita
4:56	5:08	5:17	5:28	5:38	5:56	6:13	6:31	6:41	6:55	7:10
					6:40	7:01	7:21	7:32	7:46	8:01
6:13	6:25	6:34	6:45	6:57	7:15	7:36	7:56	8:07	8:21	8:36
					7:47	8:08	8:28	8:39	8:53	9:08
7:13	7:25	7:36	7:48	8:00	8:18	8:39	8:59	9:10	9:24	9:39
					8:51	9:12	9:32	9:43	9:58	10:17
8:16	8:28	8:39	8:53	9:05	9:23	9:44	10:04	10:15	10:30	10:49
9:19	9:31	9:41	9:55	10:07	10:25	10:44	11:04	11:16	11:31	11:50
10:19	10:31	10:41	10:55	11:07	11:25	11:44	**12:04**	**12:16**	**12:31**	**12:50**
11:14	11:26	11:35	11:50	**12:02**	**12:20**	**12:39**	**1:00**	**1:14**	**1:30**	**1:50**
12:11	12:23	12:32	12:47	12:59	1:17	1:36	1:57	2:11	2:27	2:47
1:11	1:23	1:32	1:47	1:59	2:17	2:36	2:57	3:11	3:27	3:47
2:06	2:19	2:29	2:43	2:56	3:17	3:40	4:02	4:16	4:31	4:50
3:08	3:21	3:31	3:45	3:58	4:19	4:42	5:04	5:18	5:33	5:52
4:10	4:23	4:33	4:47	5:00	5:21	5:44	6:06	6:20	6:35	6:54
5:17	5:30	5:40	5:53	6:04	6:21	6:38	6:57	7:08	7:22	7:37
6:17	6:30	6:40	6:53	7:04	7:21	7:38	7:57	8:08	8:22	8:37
7:19	7:31	7:40	7:53	8:04	8:21	8:38	8:55	9:05	9:18	9:33
8:17	8:29	8:38	8:51	9:02	9:19	9:36	9:53	10:03	10:16	10:31

APPENDIX D

CITY'S REGIONAL TRAFFIC ANNUAL GROWTH RATE TABLE

CITY OF NEWPORT BEACH

REGIONAL TRAFFIC ANNUAL GROWTH RATE

COAST HIGHWAY	
East city limit to MacArthur Boulevard	1%
MacArthur Boulevard to Jamboree Road	1%
Jamboree Road to Newport Boulevard	1%
Newport Boulevard to west city limit	1%
IRVINE AVENUE	
All	1%
JAMBOREE ROAD	
Coast Highway to San Joaquin Hills Road	1%
San Joaquin Hills Road to Bison Avenue	1%
Bison Ave to Bristol Street	1%
Bristol Street to Campus Drive	1%
MACARTHUR BOULEVARD	
Coast Highway to San Joaquin Hills Road	1%
San Joaquin Hills Road to north city limit	1%
NEWPORT BOULEVARD	
Coast Highway to north city limit	1%

Street segments not listed are assumed to have 0% regional growth.

APPENDIX E

APPROVED PROJECT INFORMATION

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
962	328 OLD NEWPORT MEDICAL OFFICE GPA	0
965	MARINER'S POINTE 23,015 SQ FT COMMERCIAL CENTER	82
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

Approved Projects 80% Volume Summary Intersection Report

Intersection (4985 ::: FORD RD / MACARTHUR BLVD) - Bonita Canyon

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	33	66	0	2	0	28	5	0	66	0	0	0	0	2	0	0
PM	92	36	0	6	0	81	11	0	36	0	0	0	0	6	0	0

Intersection (5070 ::: SAN JOAQUIN HILLS RD / MACARTHUR BLVD)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	7	74	41	6	2	5	0	1	6	67	36	4	1	0	6	0
PM	12	50	98	8	3	9	0	1	10	39	91	6	1	0	8	0

Intersection (6615 ::: COAST HWY E / MARGUERITE AVE)

	NB	SB	EB	WB	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
AM	0	0	15	16	0	0	0	0	0	0	0	15	0	0	16	0
PM	0	0	16	4	0	0	0	0	0	0	0	16	0	0	4	0

extend to CH/Newport Coast

Intersection (7315 ::: MARGUERITE AVE / SAN JOAQUIN HILLS RD)

	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	6	6	0	0	0	0	0	0	0	6	0	0	6	0

extend to Newport Coast/ SJHR

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