APPENDIX I

INTERSECTION ANALYSIS WORKSHEETS – GENERAL PLAN BUILD-OUT

Attachment A

GP - 1

General Plan Buildout - with Project - with 19th Street Bridge

Intersection Analysis With Previously Identified Improvements

(GP or OCMPAH Standard and not affecting existing development)

1. Monrovia&16th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20	{.012}*	40	
NBT	1	1600	60	.081	220	.213*
NBR	0	0	50		80	
SBL	0	0	20		10	{.006}*
SBT	1	1600	140	.119*	40	.044
SBR	0	0	30		20	
EBL	0	0	20		30	{.019}*
EBT	1	1600	200	.175*	110	.113
EBR	0	0	60		40	
WBL	0	0	100	{.062}*	40	
WBT	1	1600	50	.106	160	.138*
WBR	0	0	20		20	

TOTAL CAPACITY UTILIZATION .368 .376

2. Placentia&15th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.025*	80	.050*
NBT	2	3200	280	.094	480	.156
NBR	0	0	20		20	
SBL	1	1600	60	.038	30	.019
SBT	2	3200	370	.119*	360	.138*
SBR	0	0	10		80	
EBL	0	0	80		50	
EBT	1	1600	370	.350*	290	.281*
EBR	0	0	110		110	
WBL	0	0	20		10	
WBT	1	1600	260	.175*	410	.263*
WBR	1	1600	130	.081	130	.081

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .669 .732

3. Superior&15th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044	20	.013*
NBT	2	3200	880	.275*	730	.228
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	270	.169	620	.359*
SBR	0	0	340	.213	530	
EBL	1	1600	440	.275*	320	.200*
EBT	0	0	0		0	
EBR	1	1600	10	.006	20	.013
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .550 .572

4. Superior&Placentia

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.056	120	.075*
NBT	2	3200	910	.297*	670	.219
NBR	0	0	40		30	
SBL	1	1600	20	.013*	30	.019
SBT	2	3200	240	.081	600	.191*
SBR	0	0	20		10	
EBL	1	1600	10	.006	10	.006*
EBT	1	1600	410	.256*	240	.150
EBR	1	1600	150	.094	250	.156
WBL	0.5		10	{.006}*	20	
WBT	1.5	3200	320	.113	460	.172*
WBR	0		30		70	

TOTAL CAPACITY UTILIZATION .572 .444

5. Newport&Hospital

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	140	.044	240	.075*
NBT	3	4800	2220	.463*	1090	.227
NBR	1	1600	10	.006	110	.069
SBL	1	1600	40	.025*	10	.006
SBT	3	4800	1320	.275	2150	.448*
SBR	1	1600	240	.150	140	.088
EBL	2	3200	180	.056*	200	.063
EBT	1	1600	160	.100	130	.081*
EBR	1	1600	180	.113	40	.025
WBL	1	1600	50	.031	240	.150*
WBT	2	3200	240	.081*	240	.103
WBR	0	0	20		90	
Right Turn Adjustment			EBR	.007*		
TOTAL CAPACITY UTILIZATION				.632		.754

6. Orange&Coast

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		30	
NBT	1	1600	10	.013*	10	.025*
NBR	1	1600	60	.038	40	.025
SBL	0	0	30	{.019}*	40	{.025}*
SBT	1	1600	10	.025	10	.031
SBR	1	1600	20	.013	20	.013
EBL	1	1600	30	.019	40	.025*
EBT	3	4800	3360	.702*	1870	.392
EBR	0	0	10		10	
WBL	1	1600	20	.013*	40	.025
WBT	3	4800	840	.175	3640	.758*
WBR	1	1600	60	.038	90	.056
Right Turn Adjustment			NBR	.025*		
TOTAL CAPACITY UTILIZATION				.772		.833

7. Prospect&Coast

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20	{.012}*	10	{.006}*
NBT	1	1600	10	.019	10	.013
NBR	1	1600	40	.025	30	.019
SBL	0	0	150		100	
SBT	1	1600	10	.106*	10	.081*
SBR	0	0	10		20	
EBL	1	1600	20	.013	20	.013*
EBT	3	4800	3420	.715*	1910	.402
EBR	0	0	10		20	
WBL	1	1600	10	.006*	30	.019
WBT	3	4800	890	.198	3650	.769*
WBR	0	0	60		40	
Right Turn Adjustment			NBR	.001*		
TOTAL CAPACITY UTILIZATION				.840		.869

8. Superior&Coast

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		180		360	
NBT	1.5	4800	490	.173*	170	.144*
NBR	0		160		160	
SBL	1.5		150		290	
SBT	1.5	4800	110	.054*	380	.140*
SBR	2	3200	10	.003	220	.069
EBL	2	3200	280	.088	40	.013
EBT	3	4800	2750	.573*	1500	.313*
EBR	1	1600	210	.131	330	.206
WBL	1	1600	140	.088*	290	.181*
WBT	4	6400	580	.121	2770	.469
WBR	0	0	250	.156	230	
TOTAL CAPACITY UTILIZATION				.888		.778

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for SBR

9. NewportBl.(W)&CoastHw.

BR With Project w/bridge 9BR01a3 Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	370	.116*	560	.175*
SBT	0	0	0		0	
SBR	1	1600	550	.344	440	.275
EBL	0	0	0		0	
EBT	3	4800	2600	.542*	1960	.408
EBR	1	1600	140	.088	170	.106
WBL	0	0	0		0	
WBT	3	4800	1420	.296	2710	.565*
WBR	f		400		660	
Right Turn Adjustment			SBR	.228*	SBR	.100*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .886 .840

10. Riverside&Coast

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	20	
NBT	1	1600	0	.006	10	.025*
NBR	0	0	0		10	
SBL	0	0	90		110	{.069}*
SBT	1	1600	10	.063*	10	.075
SBR	1	1600	360	.225	400	.250
EBL	2	3200	210	.066	370	.116*
EBT	3	4800	2700	.565*	2200	.460
EBR	0	0	10		10	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1700	.362	2940	.623*
WBR	0	0	40		50	
Right Turn Adjustment			SBR	.096*	SBR	.052*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .736 .885

11. Tustin&Coast

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	0	.006	0	.006
NBR	0	0	10		10	
SBL	0	0	30		50	
SBT	1	1600	0	.044*	0	.125*
SBR	0	0	40		150	
EBL	1	1600	120	.075	160	.100*
EBT	3	4800	2670	.558*	2120	.444
EBR	0	0	10		10	
WBL	0	0	0		0	
WBT	3	4800	1710	.356	2890	.602*
WBR	1	1600	40	.025	110	.069

TOTAL CAPACITY UTILIZATION .602 .827

12. Dover&Coast

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	20	.013
NBT	1	1600	30	.019*	20	.013*
NBR	1	1600	30	.019	10	.006
SBL	3	4800	1030	.215*	960	.200*
SBT	1	1600	10	.006	20	.013
SBR	1	1600	80	.050	100	.063
EBL	2	3200	190	.059	130	.041*
EBT	3	4800	2620	.548*	2110	.444
EBR	0	0	10		20	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1760	.367	3100	.646*
WBR	f		710		1120	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .788 .900

13. Magnolia&Hamilton

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	120	.075
NBT	2	3200	250	.091*	470	.166*
NBR	0	0	40		60	
SBL	1	1600	120	.075*	110	.069*
SBT	2	3200	400	.125	290	.091
SBR	1	1600	40	.025	40	.025
EBL	1	1600	100	.063	10	.006*
EBT	1	1600	650	.525*	490	.356
EBR	0	0	190		80	
WBL	1	1600	70	.044*	70	.044
WBT	1	1600	490	.306	800	.500*
WBR	1	1600	320	.200	290	.181

TOTAL CAPACITY UTILIZATION .735 .741

14. Bushard&Hamilton

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.056*	50	.031
NBT	2	3200	210	.069	370	.125*
NBR	0	0	10		30	
SBL	1	1600	170	.106	140	.088*
SBT	2	3200	440	.188*	180	.072
SBR	0	0	160		50	
EBL	1	1600	80	.050	30	.019*
EBT	2	3200	790	.259*	510	.175
EBR	0	0	40		50	
WBL	1	1600	50	.031*	20	.013
WBT	2	3200	630	.234	1020	.409*
WBR	0	0	120		290	

TOTAL CAPACITY UTILIZATION .534 .641

15. Brookhurst&Hamilton/Vic

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	110	.069
NBT	3	4800	260	.054*	470	.098*
NBR	1	1600	60	.038	20	.013
SBL	2	3200	740	.231*	610	.191*
SBT	3	4800	440	.123	320	.094
SBR	0	0	150		130	
EBL	1	1600	120	.075	230	.144*
EBT	2	3200	910	.300*	560	.197
EBR	0	0	50		70	
WBL	1	1600	30	.019*	50	.031
WBT	2	3200	560	.175	1120	.350*
WBR	1	1600	470	.294	750	.469
Right Turn Adjustment			WBR	.050*	WBR	.119*

TOTAL CAPACITY UTILIZATION .654 .902

16. Magnolia&Banning

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	190	.119*	440	.263*
NBR	0	0	550	.344	400	
SBL	1	1600	260	.163*	150	.094*
SBT	2	3200	350	.109	360	.113
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	320	.100*	410	.128*
WBT	0	0	0		0	
WBR	1	1600	190	.119	210	.131
Right Turn Adjustment			Multi	.244*	WBR	.003*

TOTAL CAPACITY UTILIZATION .626 .488

17. Bushard&Banning

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	20	.013
NBT	2	3200	70	.038*	230	.109*
NBR	0	0	50		120	
SBL	1	1600	190	.119*	100	.063*
SBT	2	3200	260	.100	110	.041
SBR	0	0	60		20	
EBL	1	1600	20	.013	10	.006*
EBT	1	1600	800	.506*	470	.300
EBR	0	0	10		10	
WBL	1	1600	70	.044*	80	.050
WBT	1	1600	470	.369	760	.600*
WBR	0	0	120		200	

TOTAL CAPACITY UTILIZATION .707 .778

18. Brookhurst&19th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	20	.013
NBT	3	4800	420	.094	650	.148*
NBR	0	0	30		60	
SBL	1	1600	20	.013	10	.006*
SBT	3	4800	440	.108*	410	.096
SBR	0	0	80		50	
EBL	1	1600	60	.038	40	.025*
EBT	2	3200	1100	.350*	710	.225
EBR	0	0	20		10	
WBL	1	1600	20	.013*	80	.050
WBT	2	3200	580	.181	1130	.356*
WBR	0	0	0		10	

TOTAL CAPACITY UTILIZATION .477 .535

19. Magnolia&PCH

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	10	.006
NBT	1	1600	20	.019*	20	.025*
NBR	0	0	10		20	
SBL	1.5		290		120	
SBT	0.5	3200	40	.103*	30	.047*
SBR	1	1600	340	.213	620	.388
EBL	1	1600	650	.406*	440	.275*
EBT	3	4800	2590	.540	1650	.344
EBR	1	1600	10	.006	10	.006
WBL	1	1600	20	.013	30	.019
WBT	3	4800	790	.165*	2640	.550*
WBR	1	1600	70	.044	380	.238
Right Turn Adjustment			SBR	.110*	SBR	.341*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .803 1.238

20. Brookhurst&Bushard

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	110	.069*	310	.194*
NBT	3	4800	430	.092	720	.150
NBR	0	0	10		0	
SBL	1	1600	10	.006	0	.000
SBT	3	4800	450	.094*	470	.098*
SBR	1	1600	10	.006	10	.006
EBL	1	1600	10	.006*	10	.006*
EBT	0	0	0		0	
EBR	1	1600	340	.213	140	.088
WBL	0	0	0		0	
WBT	1	1600	10	.013*	0	.000*
WBR	0	0	10		0	
Right Turn Adjustment			EBR	.194*	EBR	.082*

TOTAL CAPACITY UTILIZATION .376 .380

21. Brookhurst&PCH

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	20	.013
NBT	1	1600	30	.025*	30	.044*
NBR	0	0	10		40	
SBL	2	3200	570	.178*	360	.113*
SBT	1	1600	10	.006	50	.031
SBR	1	1600	210	.131	200	.125
EBL	1	1600	210	.131	190	.119*
EBT	3	4800	2670	.556*	1560	.325
EBR	1	1600	10	.006	40	.025
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	660	.138	2830	.590*
WBR	1	1600	310	.194	810	.506
Right Turn Adjustment					SBR	.012*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .765 .878

22. Placentia&Victoria

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	110	.034*	180	.056
NBT	2	3200	430	.134	690	.216*
NBR	1	1600	180	.113	180	.113
SBL	1	1600	100	.063	90	.056*
SBT	2	3200	530	.166*	480	.150
SBR	1	1600	40	.025	160	.100
EBL	1	1600	100	.063	80	.050*
EBT	2	3200	1300	.406*	660	.206
EBR	2	3200	200	.063	100	.031
WBL	1	1600	180	.113*	180	.113
WBT	2	3200	640	.200	1540	.481*
WBR	1	1600	60	.038	90	.056

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .719 .803

23. Pomona&Victoria

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	30	.019*
NBT	1	1600	260	.188*	220	.175
NBR	0	0	40		60	
SBL	1	1600	10	.006*	10	.006
SBT	1	1600	130	.094	330	.269*
SBR	0	0	20		100	
EBL	1	1600	130	.081	40	.025*
EBT	2	3200	1480	.463*	920	.288
EBR	1	1600	40	.025	30	.019
WBL	1	1600	60	.038*	20	.013
WBT	2	3200	820	.256	1620	.506*
WBR	1	1600	10	.006	20	.013

TOTAL CAPACITY UTILIZATION .695 .819

24. Harbor&Victoria

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	150	.094*
NBT	3	4800	580	.121*	1020	.213
NBR	1	1600	70	.044	120	.075
SBL	1	1600	130	.081*	150	.094
SBT	3	4800	870	.181	1020	.213*
SBR	1	1600	160	.100	190	.119
EBL	2	3200	160	.050	260	.081*
EBT	2	3200	1310	.409*	710	.222
EBR	1	1600	90	.056	70	.044
WBL	2	3200	150	.047*	140	.044
WBT	2	3200	750	.234	1240	.388*
WBR	1	1600	110	.069	170	.106

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .658 .776

25. NewportSB&22nd

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		340		650	
SBT	2.5	6400	550	.139*	820	.230*
SBR	f		910		1300	
EBL	0	0	0		0	
EBT	4	6400	1750	.280*	890	.145*
EBR	0	0	40		40	
WBL	1	1600	90	.056*	100	.063*
WBT	1	1600	330	.206	260	.163
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .475 .438

26. NewportNB&22nd

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		90		120	
NBT	3.5	6400	1040	.183*	750	.152*
NBR	0		40		100	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	1700	.531*	880	.275*
EBT	2	3200	390	.122	660	.206
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	4800	330	.150*	240	.100*
WBR	1.5		390		240	

TOTAL CAPACITY UTILIZATION .864 .527

27. Whittier&19th

BR WithProj w/bridge 9BR01a3

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		70	
NBT	1	1600	10	.106*	10	.244*
NBR	0	0	150		310	
SBL	0	0	10	{.006}*	10	{.006}*
SBT	1	1600	10	.019	10	.019
SBR	0	0	10		10	
EBL	1	1600	10	.006	10	.006
EBT	~~1~~ 2	1600	890	.650*	520	.419*
EBR	0	0	150		150	
WBL	1	1600	140	.088*	170	.106*
WBT	~~1~~ 2	1600	510	.325	790	.500
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION ~~.850~~ .525 ~~.775~~ .566

28. Monrovia&19th

BR WithProj w/bridge 9BR01a3

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	40	{.025}*
NBT	1	1600	10	.013	20	.038
NBR	1	1600	130	.081	270	.169
SBL	0	0	60		30	
SBT	1	1600	30	.069*	10	.044*
SBR	0	0	20		30	
EBL	1	1600	10	.006	40	.025*
EBT	~~1~~ 2	1600	810	.600*	610	.462
EBR	0	0	150		130	
WBL	1	1600	150	.094*	100	.063
WBT	~~1~~ 2	1600	570	.369	820	.544*
WBR	0	0	20		50	
Right Turn Adjustment			NBR	.043*	NBR	.119*

TOTAL CAPACITY UTILIZATION ~~.812~~ .512 ~~.757~~ .485

29. Placentia&19th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044*	70	.044
NBT	2	3200	510	.159	740	.231*
NBR	1	1600	100	.063	130	.081
SBL	1	1600	70	.044	50	.031*
SBT	2	3200	550	.172*	430	.134
SBR	1	1600	250	.156	160	.100
EBL	2	3200	270	.084	280	.088*
EBT	2	3200	830	.259*	470	.147
EBR	1	1600	80	.050	60	.038
WBL	2	3200	210	.066*	140	.044
WBT	2	3200	290	.091	720	.225*
WBR	1	1600	60	.038	100	.063

TOTAL CAPACITY UTILIZATION .541 .575

30. Pomona&19th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	20	.013
NBT	1	1600	50	.094*	260	.306*
NBR	0	0	100		230	
SBL	1	1600	200	.125*	70	.044*
SBT	1	1600	90	.075	130	.125
SBR	0	0	30		70	
EBL	1	1600	20	.013	20	.013
EBT	2	3200	900	.284*	820	.266*
EBR	0	0	10		30	
WBL	1	1600	120	.075*	190	.119*
WBT	2	3200	570	.188	960	.331
WBR	0	0	30		100	

TOTAL CAPACITY UTILIZATION .578 .735

31. Anaheim&19th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	60	.038
NBT	1	1600	30	.094*	60	.150*
NBR	0	0	120		180	
SBL	1	1600	80	.050*	70	.044*
SBT	1	1600	40	.044	50	.056
SBR	0	0	30		40	
EBL	1	1600	30	.019	50	.031
EBT	2	3200	1170	.372*	1120	.362*
EBR	0	0	20		40	
WBL	1	1600	110	.069*	200	.125*
WBT	2	3200	790	.247	1140	.356
WBR	1	1600	40	.025	120	.075

TOTAL CAPACITY UTILIZATION .585 .681

32. Park&19th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	50	.016*	120	.038*
NBT	0	0	0		0	
NBR	1	1600	110	.069	150	.094
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	10	.006	20	.013
EBT	2	3200	1280	.400*	1230	.384*
EBR	1	1600	60	.038	70	.044
WBL	1	1600	100	.063*	190	.119*
WBT	3	4800	870	.181	1310	.273
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.053*	NBR	.056*

TOTAL CAPACITY UTILIZATION .532 .597

33. Harbor&19th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	80	.050
NBT	3	4800	290	.065*	440	.098*
NBR	0	0	20		30	
SBL	1	1600	190	.119*	260	.163*
SBT	3	4800	460	.121	660	.173
SBR	0	0	120		170	
EBL	2	3200	90	.028	370	.116*
EBT	3	4800	1360	.292*	980	.221
EBR	0	0	40		80	
WBL	1	1600	30	.019*	190	.119
WBT	3	4800	820	.171	1210	.252*
WBR	1	1600	220	.138	270	.169

TOTAL CAPACITY UTILIZATION .495 .629

34. Newport&19th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	30	.019
NBT	4	6400	3340	.523*	3160	.498*
NBR	0	0	10		30	
SBL	1	1600	280	.175*	310	.194*
SBT	3.5	8000	3020	.472	3880	.650
SBR	1.5		680	.425	1320	
EBL	2.5		1360	.283*	1020	.213*
EBT	1.5	6400	210	.131	190	.119
EBR	1	1600	10	.006	10	.006
WBL	1	1600	20	.013	40	.025
WBT	2.5	6400	220	.069*	500	.106*
WBR	1.5		310	.097	180	

Right Turn Adjustment WBR .028*
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION 1.078 1.011

35. Newport&Broadway

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	10	.006*
NBT	4	6400	3290	.519	3130	.505
NBR	0	0	30		100	
SBL	1	1600	50	.031	100	.063
SBT	3	4800	2990	.623*	3760	.783*
SBR	1	1600	10	.006	70	.044
EBL	0	0	10		30	
EBT	1	1600	10	.013*	20	.031*
EBR	1	1600	10	.006	20	.013
WBL	1	1600	80	.050*	80	.050*
WBT	1	1600	10	.044	20	.050
WBR	0	0	60		60	

TOTAL CAPACITY UTILIZATION .692 .870

36. Newport&Harbor

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	270	.084*	680	.213*
NBT	4	6400	3260	.509	3070	.480
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	2980	.642*	3760	.804*
SBR	0	0	100		100	
EBL	1	1600	70	.044*	170	.106*
EBT	0	0	0		0	
EBR	2	3200	470	.147	530	.166
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Right Turn Adjustment EBR .019*
Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .789 1.123

37. Newport&18th/Rochester

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044*	120	.075*
NBT	4	6400	3130	.491	2990	.469
NBR	0	0	10		10	
SBL	1	1600	90	.056	130	.081
SBT	3	4800	2990	.623*	3950	.823*
SBR	1	1600	210	.131	210	.131
EBL	2	3200	280	.088*	320	.100*
EBT	1	1600	80	.050	80	.050
EBR	1	1600	30	.019	50	.031
WBL	1	1600	10	.006	20	.013
WBT	1	1600	70	.069*	130	.094*
WBR	0	0	40		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .824 1.092

38. Placentia&18th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	10	.006
NBT	2	3200	550	.178	910	.297*
NBR	0	0	20		40	
SBL	1	1600	40	.025	40	.025*
SBT	2	3200	710	.259*	560	.194
SBR	0	0	120		60	
EBL	1	1600	70	.044*	50	.031*
EBT	1	1600	220	.150	200	.138
EBR	0	0	20		20	
WBL	1	1600	30	.019	10	.006
WBT	1	1600	200	.150*	120	.131*
WBR	0	0	40		90	

TOTAL CAPACITY UTILIZATION .459 .484

39. Whittier&17th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40	{.025}*	70	{.044}*
NBT	1	1600	10	.038	10	.056
NBR	0	0	10		10	
SBL	0	0	10		10	
SBT	1	1600	10	.050*	10	.069*
SBR	0	0	60		90	
EBL	0	0	40	{.025}*	60	{.037}*
EBT	1	1600	240	.188	170	.169
EBR	0	0	20		40	
WBL	0	0	10		10	
WBT	1	1600	250	.169*	520	.337*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION .269 .487

40. Monrovia&17th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	40	.063*	140	.144*
NBR	0	0	50		80	
SBL	0	0	80	{.050}*	70	{.044}*
SBT	1	1600	80	.106	40	.075
SBR	0	0	10		10	
EBL	0	0	10		10	{.006}*
EBT	1	1600	240	.163*	150	.106
EBR	0	0	10		10	
WBL	0	0	70	{.044}*	30	
WBT	1	1600	120	.194	270	.256*
WBR	0	0	120		110	

TOTAL CAPACITY UTILIZATION .320 .450

41. Placentia&17th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	20	.013
NBT	2	3200	370	.134*	460	.181*
NBR	0	0	60		120	
SBL	1	1600	190	.119*	130	.081*
SBT	2	3200	370	.141	320	.134
SBR	0	0	80		110	
EBL	1	1600	50	.031	60	.038*
EBT	2	3200	370	.119*	430	.144
EBR	0	0	10		30	
WBL	1	1600	50	.031*	90	.056
WBT	2	3200	260	.103	370	.203*
WBR	0	0	70		280	

TOTAL CAPACITY UTILIZATION .403 .503

42. Pomona&17th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	30	{.019}*	30	
NBT	1	1600	50	.056	110	.094*
NBR	0	0	10		10	
SBL	0	0	30		10	{.006}*
SBT	1	1600	110	.125*	60	.075
SBR	0	0	60		50	
EBL	1	1600	50	.031	110	.069*
EBT	1	1600	500	.350*	470	.306
EBR	0	0	60		20	
WBL	1	1600	20	.013*	10	.006
WBT	1	1600	330	.206	600	.375*
WBR	1	1600	10	.006	60	.038

TOTAL CAPACITY UTILIZATION .507 .544

43. Superior&17th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.031	130	.081
NBT	0.5	3200	150	.291*	250	.281*
NBR	1.5		780		650	
SBL	1	1600	50	.031*	60	.038*
SBT	2	3200	280	.113	410	.163
SBR	0	0	80		110	
EBL	1	1600	20	.013	60	.038
EBT	2	3200	760	.253*	660	.234*
EBR	0	0	50		90	
WBL	1	1600	360	.225*	410	.256*
WBT	2	3200	440	.141	650	.219
WBR	0	0	10		50	

TOTAL CAPACITY UTILIZATION .800 .809

44. Newport&17th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	70	.044
NBT	3	4800	2130	.444*	2140	.446*
NBR	1	1600	240	.150	170	.106
SBL	2	3200	590	.184*	740	.231*
SBT	3	4800	2240	.467	2810	.585
SBR	1	1600	400	.250	410	.256
EBL	3	4800	860	.179*	790	.165*
EBT	2	3200	610	.194	580	.188
EBR	0	0	10		20	
WBL	2	3200	150	.047	310	.097
WBT	3	4800	400	.083*	630	.131*
WBR	1	1600	150	.094	210	.131
Right Turn Adjustment			WBR	.011*		

TOTAL CAPACITY UTILIZATION .901 .973

45. Orange&17th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.075	210	.131
NBT	1	1600	240	.150*	290	.181*
NBR	1	1600	20	.013	30	.019
SBL	1	1600	100	.063*	210	.131*
SBT	1	1600	150	.094	230	.144
SBR	1	1600	210	.131	280	.175
EBL	1	1600	210	.131*	260	.163*
EBT	3	4800	850	.177	670	.140
EBR	1	1600	120	.075	180	.113
WBL	1	1600	30	.019	70	.044
WBT	3	4800	380	.079*	680	.142*
WBR	1	1600	120	.075	190	.119

TOTAL CAPACITY UTILIZATION .423 .617

46. SantaAna&17th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	110	.069
NBT	1	1600	210	.131*	230	.144*
NBR	1	1600	60	.038	90	.056
SBL	1	1600	140	.088*	170	.106*
SBT	1	1600	140	.088	240	.150
SBR	1	1600	30	.019	80	.050
EBL	1	1600	50	.031	100	.063*
EBT	3	4800	860	.179*	690	.144
EBR	1	1600	20	.013	50	.031
WBL	1	1600	50	.031*	130	.081
WBT	3	4800	490	.102	930	.194*
WBR	1	1600	110	.069	170	.106

TOTAL CAPACITY UTILIZATION .429 .507

47. Tustin&17th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.025	80	.050
NBT	1	1600	190	.119*	200	.125*
NBR	1	1600	90	.056	100	.063
SBL	1	1600	70	.044*	120	.075*
SBT	1	1600	110	.069	160	.100
SBR	1	1600	20	.013	20	.013
EBL	1	1600	20	.013	30	.019*
EBT	2	3200	790	.247*	830	.259
EBR	1	1600	60	.038	40	.025
WBL	1	1600	50	.031*	120	.075
WBT	2	3200	590	.184	1140	.356*
WBR	1	1600	30	.019	150	.094

TOTAL CAPACITY UTILIZATION .441 .575

48. Irvine&Westcliff

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	90	.028	280	.088*
NBT	2	3200	980	.322*	760	.244
NBR	0	0	50		20	
SBL	2	3200	230	.072*	60	.019
SBT	2	3200	710	.272	920	.438*
SBR	0	0	160		480	
EBL	2	3200	320	.100*	320	.100*
EBT	2	3200	440	.166	530	.209
EBR	0	0	90		140	
WBL	1	1600	30	.019	90	.056
WBT	2	3200	430	.150*	890	.297*
WBR	0	0	50		60	

TOTAL CAPACITY UTILIZATION .644 .923

49. Placentia&16th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.050*	60	.038
NBT	2	3200	390	.125	550	.175*
NBR	0	0	10		10	
SBL	1	1600	20	.013	20	.013*
SBT	2	3200	360	.138*	400	.141
SBR	0	0	80		50	
EBL	1	1600	30	.019	80	.050*
EBT	1	1600	100	.088*	50	.056
EBR	0	0	40		40	
WBL	1	1600	10	.006*	10	.006
WBT	1	1600	60	.050	90	.069*
WBR	0	0	20		20	

TOTAL CAPACITY UTILIZATION .282 .307

50. Pomona&16th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	60	.038	70	.044
SBT	1	1600	60	.050*	70	.063*
SBR	0	0	20		30	
EBL	0.5		20	{.012}*	30	{.019}*
EBT	1.5	3200	190	.069	50	.031
EBR	0		10		20	
WBL	0	0	10		10	
WBT	1	1600	125	.169*	110	.144*
WBR	0	0	135		110	

TOTAL CAPACITY UTILIZATION .231 .226

add to #58

51. Newport&16th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	20	.013*
NBT	3	4800	2300	.492*	2280	.483
NBR	0	0	60		40	
SBL	1	1600	60	.038*	90	.056
SBT	3	4800	2280	.475	3000	.625*
SBR	1	1600	60	.038	50	.031
EBL	0	0	30	{.019}*	40	{.025}*
EBT	1	1600	60	.063	70	.088
EBR	0	0	10		30	
WBL	0	0	30		20	
WBT	1	1600	130	.131*	50	.081*
WBR	0	0	50		60	

TOTAL CAPACITY UTILIZATION .680 .744

52. Bluff&Victoria

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	300	.188*	380	.238*
NBT	0	0	0		0	
NBR	1	1600	90	.056	70	.044
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1320	.534*	830	.372
EBR	0	0	390		360	
WBL	1	1600	50	.031*	80	.050
WBT	2	3200	760	.238	1540	.481*
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .753 .719

53. Bluff&19th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.125*	440	.275*
NBT	2	3200	240	.075	300	.094
NBR	0	0	0		0	
SBL	1	1600	140	.088	130	.081
SBT	2	3200	290	.094*	280	.097*
SBR	0	0	10		30	
EBL	1	1600	40	.025	10	.006*
EBT	2	3200	710	.347*	480	.241
EBR	0	0	400		290	
WBL	1	1600	0	.000	0	.000
WBT	2	3200	390	.156	750	.278*
WBR	0	0	110		140	

TOTAL CAPACITY UTILIZATION .566 .656

54. Bluff&17th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.000	0	.000
NBT	2	3200	190	.100*	280	.138*
NBR	0	0	130		160	
SBL	1	1600	430	.269*	320	.200*
SBT	2	3200	240	.078	230	.078
SBR	0	0	10		20	
EBL	1	1600	20	.013*	10	.006*
EBT	1	1600	50	.031	20	.013
EBR	0	0	0		0	
WBL	1	1600	130	.081	210	.131
WBT	1	1600	10	.150*	140	.363*
WBR	0	0	230		440	

TOTAL CAPACITY UTILIZATION .532 .707

55. Bluff&16th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	20	.013
NBT	2	3200	230	.084*	330	.109*
NBR	0	0	40		20	
SBL	1	1600	110	.069*	80	.050*
SBT	2	3200	270	.084	320	.100
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	40	.038	20	.019
EBR	0	0	20		10	
WBL	1	1600	10	.006	30	.019
WBT	1	1600	10	.044*	30	.088*
WBR	0	0	60		110	

TOTAL CAPACITY UTILIZATION .197 .247

56. Bluff&15th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	100	.063*	80	.050*
SBT	0	0	0		0	
SBR	1	1600	210	.131	270	.169
EBL	1	1600	210	.131*	270	.169*
EBT	1	1600	520	.325	380	.238
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	330	.244*	520	.394*
WBR	0	0	60		110	
Right Turn Adjustment			SBR	.068*	SBR	.119*

TOTAL CAPACITY UTILIZATION .506 .732

57. Bluff&Coast

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	250	.078*	250	.078*
SBT	0	0	0		0	
SBR	2	3200	300	.094	560	.175
EBL	2	3200	540	.169	430	.134*
EBT	3	4800	2990	.623*	1620	.338
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	590	.123	3110	.648*
WBR	f		180		240	

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .701 .860

50 / 58. Superior&16th

Banning Ranch With Project w/bridge 9BR01a GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	40	.025*
NBT	2	3200	1080	.347*	990	.325
NBR	0	0	30		50	
SBL	1	1600	10	.006*	20	.013
SBT	2	3200	650	.272	1050	.394*
SBR	0	0	220		210	
EBL	1	1600	210	.131*	190	.119*
EBT	1	1600	180	.113	280	.175
EBR	1	1600	0	.000	0	.000
WBL	0	0	40		50	
WBT	1	1600	270	.194*	290	.213*
WBR	1	1600	10	.006	20	.013

TOTAL CAPACITY UTILIZATION .678 .751

+ .050 + .063

.728 .814

Attachment A

GP - 2

General Plan Buildout - with Project - No 19th Street Bridge

Intersection Analysis With Previously Identified Improvements

(GP or OCMPAH Standard and not affecting existing development)

1. Monrovia&16th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	30	
NBT	1	1600	90	.100	220	.213*
NBR	0	0	60		90	
SBL	0	0	20		10	{.006}*
SBT	1	1600	160	.131*	80	.075
SBR	0	0	30		30	
EBL	0	0	20		30	{.019}*
EBT	1	1600	180	.156*	110	.106
EBR	0	0	50		30	
WBL	0	0	100	{.062}*	50	
WBT	1	1600	40	.100	120	.119*
WBR	0	0	20		20	

TOTAL CAPACITY UTILIZATION .355 .357

2. Placentia&15th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019*	80	.050*
NBT	2	3200	400	.131	500	.163
NBR	0	0	20		20	
SBL	1	1600	60	.038	30	.019
SBT	2	3200	400	.156*	470	.216*
SBR	0	0	100		220	
EBL	0	0	240		150	
EBT	1	1600	260	.375*	170	.256*
EBR	0	0	100		90	
WBL	0	0	20		10	
WBT	1	1600	150	.106*	280	.181*
WBR	1	1600	140	.088	130	.081

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .656 .703

3. Superior&15th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044	20	.013*
NBT	2	3200	1060	.331*	860	.269
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	420	.209	850	.388*
SBR	0	0	250		390	
EBL	1	1600	330	.206*	210	.131*
EBT	0	0	0		0	
EBR	1	1600	20	.013	20	.013
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .537 .532

4. Superior&Placentia

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	250	.156	200	.125*
NBT	2	3200	1040	.341*	740	.241
NBR	0	0	50		30	
SBL	1	1600	30	.019*	30	.019
SBT	2	3200	330	.109	790	.250*
SBR	0	0	20		10	
EBL	1	1600	10	.006	10	.006*
EBT	1	1600	410	.256*	240	.150
EBR	1	1600	240	.150	380	.238
WBL	0.5		10	{.006}*	20	
WBT	1.5	3200	320	.113	460	.169*
WBR	0		30		60	
Right Turn Adjustment					EBR	.075*

TOTAL CAPACITY UTILIZATION .622 .625

5. Newport&Hospital

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	140	.044	230	.072*
NBT	3	4800	2180	.454*	1030	.215
NBR	1	1600	10	.006	110	.069
SBL	1	1600	40	.025*	10	.006
SBT	3	4800	1270	.265	2110	.440*
SBR	1	1600	240	.150	160	.100
EBL	2	3200	190	.059*	210	.066
EBT	1	1600	170	.106	140	.088*
EBR	1	1600	190	.119	30	.019
WBL	1	1600	50	.031	230	.144*
WBT	2	3200	240	.081*	250	.106
WBR	0	0	20		90	
Right Turn Adjustment			EBR	.010*		
TOTAL CAPACITY UTILIZATION				.629		.744

6. Orange&Coast

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		40	{.025}*
NBT	1	1600	10	.038*	10	.031
NBR	1	1600	70	.044	50	.031
SBL	0	0	30	{.019}*	50	
SBT	1	1600	10	.025	10	.038*
SBR	1	1600	20	.013	20	.013
EBL	1	1600	30	.019	50	.031*
EBT	3	4800	4000	.835*	2560	.538
EBR	0	0	10		20	
WBL	1	1600	50	.031*	60	.038
WBT	3	4800	1510	.315	4270	.890*
WBR	1	1600	60	.038	90	.056
Right Turn Adjustment			NBR	.006*		
TOTAL CAPACITY UTILIZATION				.929		.984

7. Prospect&Coast

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20	{.012}*	20	{.012}*
NBT	1	1600	10	.019	10	.019
NBR	1	1600	40	.025	40	.025
SBL	0	0	280		100	
SBT	1	1600	10	.187*	10	.081*
SBR	0	0	10		20	
EBL	1	1600	20	.013	20	.013*
EBT	3	4800	4070	.850*	2620	.550
EBR	0	0	10		20	
WBL	1	1600	30	.019*	30	.019
WBT	3	4800	1710	.369	4360	.938*
WBR	0	0	60		140	
Right Turn Adjustment			NBR	.001*		

TOTAL CAPACITY UTILIZATION 1.069 1.044

8. Superior&Coast

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		180		360	
NBT	1.5	4800	500	.175*	180	.144*
NBR	0		160		150	
SBL	1.5		80		240	
SBT	1.5	4800	110	.040*	390	.131*
SBR	2	3200	560	.175	790	.247
EBL	2	3200	640	.200	340	.106*
EBT	3	4800	3020	.629*	1750	.365
EBR	1	1600	270	.169	340	.213
WBL	1	1600	130	.081*	280	.175
WBT	4	6400	1000	.189	3070	.505*
WBR	0	0	210		160	
Right Turn Adjustment					SBR	.010*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .925 .896

9. NewportBl.(W)&CoastHw.

BR With Project NoBridge 9BR02a5 Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	320	.100*	510	.159*
SBT	0	0	0		0	
SBR	f		550		440	
EBL	0	0	0		0	
EBT	3	4800	2710	.565*	2110	.440
EBR	1	1600	130	.081	170	.106
WBL	0	0	0		0	
WBT	3	4800	1530	.319	2900	.604*
WBR	f		350		590	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .665 .763

10. Riverside&Coast

Banning Ranch With Project NoBridge 9BR02a7 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	20	
NBT	1	1600	0	.006	10	.025*
NBR	0	0	0		10	
SBL	0	0	90		110	{.069}*
SBT	1	1600	10	.063*	10	.075
SBR	1	1600	360	.225	400	.250
EBL	2	3200	210	.066	380	.119*
EBT	3	4800	2760	.577*	2300	.481
EBR	0	0	10		10	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1770	.377	3030	.642*
WBR	0	0	40		50	
Right Turn Adjustment			SBR	.096*	SBR	.049*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .748 .904

11. Tustin&Coast

Banning Ranch With Project NoBridge 9BR02a7 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	0	.006	0	.006
NBR	0	0	10		10	
SBL	0	0	30		50	
SBT	1	1600	0	.044*	0	.119*
SBR	0	0	40		140	
EBL	1	1600	120	.075	160	.100*
EBT	3	4800	2740	.573*	2210	.463
EBR	0	0	10		10	
WBL	0	0	0		0	
WBT	3	4800	1790	.373	2980	.621*
WBR	1	1600	40	.025	110	.069

TOTAL CAPACITY UTILIZATION .617 .840

12. Dover&Coast

Banning Ranch With Project NoBridge 9BR02a7 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	20	.013
NBT	1	1600	30	.019*	20	.013*
NBR	1	1600	30	.019	10	.006
SBL	3	4800	1040	.217*	970	.202*
SBT	1	1600	10	.006	20	.013
SBR	1	1600	80	.050	100	.063
EBL	2	3200	190	.059	130	.041*
EBT	3	4800	2690	.563*	2210	.465
EBR	0	0	10		20	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1830	.381	3190	.665*
WBR	f		720		1120	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .805 .921

13. Magnolia&Hamilton

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.031	100	.063
NBT	2	3200	210	.078*	370	.134*
NBR	0	0	40		60	
SBL	1	1600	130	.081*	120	.075*
SBT	2	3200	290	.091	220	.069
SBR	1	1600	50	.031	40	.025
EBL	1	1600	100	.063	20	.013*
EBT	1	1600	680	.525*	540	.375
EBR	0	0	160		60	
WBL	1	1600	70	.044*	70	.044
WBT	1	1600	440	.275	840	.525*
WBR	1	1600	340	.213	290	.181

TOTAL CAPACITY UTILIZATION .728 .747

14. Bushard&Hamilton

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044*	60	.038
NBT	2	3200	210	.081	390	.131*
NBR	0	0	50		30	
SBL	1	1600	190	.119	150	.094*
SBT	2	3200	390	.166*	160	.066
SBR	0	0	140		50	
EBL	1	1600	60	.038	40	.025*
EBT	2	3200	890	.284*	570	.194
EBR	0	0	20		50	
WBL	1	1600	70	.044*	10	.006
WBT	2	3200	600	.234	1100	.413*
WBR	0	0	150		220	

TOTAL CAPACITY UTILIZATION .538 .663

15. Brookhurst&Hamilton/Vic

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	110	.069
NBT	3	4800	290	.060*	510	.106*
NBR	1	1600	150	.094	50	.031
SBL	2	3200	920	.288*	770	.241*
SBT	3	4800	470	.127	320	.090
SBR	0	0	140		110	
EBL	1	1600	110	.069	180	.113*
EBT	2	3200	1040	.341*	580	.203
EBR	0	0	50		70	
WBL	1	1600	40	.025*	170	.106
WBT	2	3200	590	.184	1210	.378*
WBR	1	1600	570	.356	960	.600
Right Turn Adjustment			Multi	.093*	WBR	.222*

TOTAL CAPACITY UTILIZATION .807 1.060

16. Magnolia&Banning

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	240	.091*	570	.203*
NBR	0	0	50		80	
SBL	1	1600	90	.056*	70	.044*
SBT	2	3200	440	.138	320	.100
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	100	.031*	50	.016*
WBT	0	0	0		0	
WBR	1	1600	120	.075	60	.038
Right Turn Adjustment			WBR	.044*	WBR	.022*

TOTAL CAPACITY UTILIZATION .222 .285

17. Bushard&Banning

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	20	.013
NBT	2	3200	90	.047	220	.100*
NBR	0	0	60		100	
SBL	1	1600	30	.019	20	.013*
SBT	2	3200	280	.116*	110	.044
SBR	0	0	90		30	
EBL	1	1600	40	.025*	10	.006
EBT	1	1600	110	.088	140	.094*
EBR	0	0	30		10	
WBL	1	1600	70	.044	80	.050*
WBT	1	1600	140	.113*	100	.125
WBR	0	0	40		100	

TOTAL CAPACITY UTILIZATION .260 .257

18. Brookhurst&19th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.031*	110	.069*
NBT	3	4800	440	.092	690	.144
NBR	0	0	0		0	
SBL	1	1600	0	.000	0	.000
SBT	3	4800	450	.110*	440	.102*
SBR	0	0	80		50	
EBL	1	1600	60	.038	10	.006
EBT	2	3200	0	.044*	0	.028*
EBR	0	0	140		90	
WBL	1	1600	0	.000	0	.000
WBT	2	3200	0	.000	0	.000
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .185 .199

19. Magnolia&PCH

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	10	.006
NBT	1	1600	20	.019*	20	.025*
NBR	0	0	10		20	
SBL	1.5		300		130	
SBT	0.5	3200	40	.106*	30	.050*
SBR	1	1600	200	.125	210	.131
EBL	1	1600	180	.113	210	.131*
EBT	3	4800	3200	.667*	2230	.465
EBR	1	1600	20	.013	20	.013
WBL	1	1600	20	.013*	30	.019
WBT	3	4800	1330	.277	3050	.635*
WBR	1	1600	90	.056	420	.263
Right Turn Adjustment			SBR	.019*	SBR	.081*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .824 .922

20. Brookhurst&Bushard

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.063*	350	.219*
NBT	3	4800	470	.100	850	.177
NBR	0	0	10		0	
SBL	1	1600	10	.006	0	.000
SBT	3	4800	580	.121*	510	.106*
SBR	1	1600	10	.006	10	.006
EBL	1	1600	10	.006*	10	.006*
EBT	0	0	0		0	
EBR	1	1600	330	.206	140	.088
WBL	0	0	0		0	
WBT	1	1600	10	.013*	0	.000*
WBR	0	0	10		0	
Right Turn Adjustment			EBR	.187*	EBR	.082*

TOTAL CAPACITY UTILIZATION .390 .413

21. Brookhurst&PCH

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	20	.013
NBT	1	1600	20	.025*	30	.044*
NBR	0	0	20		40	
SBL	2	3200	720	.225*	440	.138*
SBT	1	1600	10	.006	40	.025
SBR	1	1600	180	.113	170	.106
EBL	1	1600	200	.125	190	.119*
EBT	3	4800	3300	.688*	2150	.448
EBR	1	1600	10	.006	40	.025
WBL	1	1600	10	.006*	20	.013
WBT	3	4800	1250	.260	3310	.690*
WBR	1	1600	360	.225	980	.613

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .944 .991

22. Placentia&Victoria

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	140	.044*	230	.072
NBT	2	3200	410	.128	680	.213*
NBR	1	1600	170	.106	170	.106
SBL	1	1600	100	.063	80	.050*
SBT	2	3200	490	.153*	480	.150
SBR	1	1600	50	.031	160	.100
EBL	1	1600	90	.056	90	.056*
EBT	2	3200	1420	.444*	680	.213
EBR	2	3200	200	.063	130	.041
WBL	1	1600	180	.113*	170	.106
WBT	2	3200	660	.206	1600	.500*
WBR	1	1600	60	.038	60	.038

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .754 .819

23. Pomona&Victoria

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	40	.025*
NBT	1	1600	220	.163*	230	.181
NBR	0	0	40		60	
SBL	1	1600	10	.006*	10	.006
SBT	1	1600	130	.094	320	.263*
SBR	0	0	20		100	
EBL	1	1600	150	.094	40	.025*
EBT	2	3200	1540	.481*	920	.288
EBR	1	1600	50	.031	40	.025
WBL	1	1600	60	.038*	20	.013
WBT	2	3200	840	.263	1640	.513*
WBR	1	1600	10	.006	20	.013

TOTAL CAPACITY UTILIZATION .688 .826

24. Harbor&Victoria

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.025*	110	.069
NBT	3	4800	590	.123	1070	.223*
NBR	1	1600	60	.038	110	.069
SBL	1	1600	130	.081	150	.094*
SBT	3	4800	900	.188*	1050	.219
SBR	1	1600	160	.100	200	.125
EBL	2	3200	180	.056	260	.081*
EBT	2	3200	1340	.419*	720	.225
EBR	1	1600	100	.063	60	.038
WBL	2	3200	140	.044*	110	.034
WBT	2	3200	770	.241	1280	.400*
WBR	1	1600	110	.069	170	.106

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .676 .798

25. NewportSB&22nd

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		360		650	
SBT	2.5	6400	550	.142*	780	.223*
SBR	f		920		1350	
EBL	0	0	0		0	
EBT	4	6400	1790	.286*	910	.150*
EBR	0	0	40		50	
WBL	1	1600	90	.056*	100	.063*
WBT	1	1600	350	.219	260	.163
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .484 .436

26. NewportNB&22nd

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		110		120	
NBT	3.5	6400	1000	.180*	750	.152*
NBR	0		40		100	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	1760	.550*	880	.275*
EBT	2	3200	390	.122	680	.213
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	4800	330	.152*	240	.098*
WBR	1.5		400		230	

TOTAL CAPACITY UTILIZATION .882 .525

27. Whittier&19th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		60	
NBT	1	1600	10	.144*	10	.238*
NBR	0	0	210		310	
SBL	0	0	10	{.006}*	10	{.006}*
SBT	1	1600	10	.019	10	.019
SBR	0	0	10		10	
EBL	1	1600	10	.006	10	.006
EBT	~~1~~ 2	1600	510	.350*	220	.169*
EBR	0	0	50		50	
WBL	1	1600	100	.063*	220	.138*
WBT	~~1~~ 2	1600	280	.181	340	.219
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION ~~.563~~ .388 ~~.551~~ .467

28. Monrovia&19th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	40	{.025}*
NBT	1	1600	10	.013	20	.038
NBR	1	1600	130	.081	240	.150
SBL	0	0	50		30	
SBT	1	1600	30	.069*	10	.044*
SBR	0	0	30		30	
EBL	1	1600	20	.013	40	.025*
EBT	~~1~~ 2	1600	510	.425*	340	.294
EBR	0	0	170		130	
WBL	1	1600	120	.075*	110	.069
WBT	~~1~~ 2	1600	310	.200	500	.344*
WBR	0	0	10		50	
Right Turn Adjustment			NBR	.037*	NBR	.100*

TOTAL CAPACITY UTILIZATION ~~.612~~ .400 ~~.538~~ .366

29. Placentia&19th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044*	70	.044
NBT	2	3200	420	.131	660	.206*
NBR	1	1600	160	.100	160	.100
SBL	1	1600	80	.050	70	.044*
SBT	2	3200	490	.153*	360	.113
SBR	1	1600	250	.156	140	.088
EBL	2	3200	240	.075	280	.088*
EBT	2	3200	560	.175*	360	.113
EBR	1	1600	90	.056	60	.038
WBL	2	3200	210	.066*	170	.053
WBT	2	3200	200	.063	540	.169*
WBR	1	1600	60	.038	120	.075
Right Turn Adjustment			SBR	.003*		

TOTAL CAPACITY UTILIZATION .441 .507

30. Pomona&19th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	30	.019
NBT	1	1600	40	.075*	260	.306*
NBR	0	0	80		230	
SBL	1	1600	190	.119*	80	.050*
SBT	1	1600	90	.081	120	.106
SBR	0	0	40		50	
EBL	1	1600	10	.006	20	.013
EBT	2	3200	790	.250*	760	.247*
EBR	0	0	10		30	
WBL	1	1600	110	.069*	190	.119*
WBT	2	3200	510	.172	870	.306
WBR	0	0	40		110	

TOTAL CAPACITY UTILIZATION .513 .722

31. Anaheim&19th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	60	.038
NBT	1	1600	30	.100*	60	.144*
NBR	0	0	130		170	
SBL	1	1600	90	.056*	70	.044*
SBT	1	1600	40	.038	50	.050
SBR	0	0	20		30	
EBL	1	1600	30	.019	40	.025
EBT	2	3200	1060	.338*	1080	.350*
EBR	0	0	20		40	
WBL	1	1600	120	.075*	200	.125*
WBT	2	3200	750	.234	1080	.338
WBR	1	1600	40	.025	140	.088

TOTAL CAPACITY UTILIZATION .569 .663

32. Park&19th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	50	.016*	120	.038*
NBT	0	0	0		0	
NBR	1	1600	110	.069	150	.094
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	10	.006	20	.013
EBT	2	3200	1190	.372*	1190	.372*
EBR	1	1600	60	.038	70	.044
WBL	1	1600	90	.056*	190	.119*
WBT	3	4800	830	.173	1280	.267
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.053*	NBR	.056*

TOTAL CAPACITY UTILIZATION .497 .585

33. Harbor&19th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	80	.050
NBT	3	4800	260	.058*	450	.100*
NBR	0	0	20		30	
SBL	1	1600	170	.106*	250	.156*
SBT	3	4800	450	.123	630	.183
SBR	0	0	140		250	
EBL	2	3200	170	.053	400	.125*
EBT	3	4800	1150	.248*	920	.208
EBR	0	0	40		80	
WBL	1	1600	40	.025*	200	.125
WBT	3	4800	770	.160	1100	.229*
WBR	1	1600	180	.113	260	.163

TOTAL CAPACITY UTILIZATION .437 .610

34. Newport&19th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	30	.019
NBT	4	6400	3290	.516*	3060	.483*
NBR	0	0	10		30	
SBL	1	1600	290	.181*	340	.213*
SBT	3.5	8000	2970	.464	3800	.626
SBR	1.5		660	.413	1210	
EBL	2.5		1160	.242*	970	.202*
EBT	1.5	6400	210	.131	180	.113
EBR	1	1600	10	.006	10	.006
WBL	1	1600	20	.013	40	.025
WBT	2.5	6400	180	.056*	480	.108*
WBR	1.5		350	.109	210	

Right Turn Adjustment WBR .053*
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION 1.048 1.006

35. Newport&Broadway

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	10	.006*
NBT	4	6400	3230	.509	3040	.491
NBR	0	0	30		100	
SBL	1	1600	50	.031	100	.063
SBT	3	4800	2940	.613*	3680	.767*
SBR	1	1600	10	.006	70	.044
EBL	0	0	10		20	
EBT	1	1600	10	.013*	30	.031*
EBR	1	1600	10	.006	20	.013
WBL	1	1600	70	.044*	80	.050*
WBT	1	1600	10	.050	20	.050
WBR	0	0	70		60	

TOTAL CAPACITY UTILIZATION .676 .854

36. Newport&Harbor

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	260	.081*	680	.213*
NBT	4	6400	3200	.500	2980	.466
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	2920	.629*	3680	.787*
SBR	0	0	100		100	
EBL	1	1600	70	.044*	170	.106*
EBT	0	0	0		0	
EBR	2	3200	470	.147	520	.163
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Right Turn Adjustment EBR .022*
Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .776 1.106

37. Newport&18th/Rochester

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044*	120	.075*
NBT	4	6400	3090	.484	2930	.459
NBR	0	0	10		10	
SBL	1	1600	90	.056	130	.081
SBT	3	4800	2950	.615*	3880	.808*
SBR	1	1600	200	.125	180	.113
EBL	2	3200	230	.072*	300	.094*
EBT	1	1600	80	.050	80	.050
EBR	1	1600	30	.019	50	.031
WBL	1	1600	10	.006	20	.013
WBT	1	1600	70	.069*	130	.094*
WBR	0	0	40		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .800 1.071

38. Placentia&18th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044*	60	.038
NBT	2	3200	500	.181	860	.294*
NBR	0	0	80		80	
SBL	1	1600	40	.025	30	.019*
SBT	2	3200	670	.244*	550	.188
SBR	0	0	110		50	
EBL	1	1600	70	.044	50	.031
EBT	1	1600	160	.138*	170	.156*
EBR	0	0	60		80	
WBL	1	1600	80	.050*	80	.050*
WBT	1	1600	180	.138	90	.100
WBR	0	0	40		70	

TOTAL CAPACITY UTILIZATION .476 .519

39. Whittier&17th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40	{.025}*	70	{.044}*
NBT	1	1600	10	.038	10	.056
NBR	0	0	10		10	
SBL	0	0	10		10	
SBT	1	1600	10	.044*	10	.106*
SBR	0	0	50		150	
EBL	0	0	70		90	{.056}*
EBT	1	1600	330	.263*	280	.256
EBR	0	0	20		40	
WBL	0	0	10	{.006}*	10	
WBT	1	1600	220	.150	350	.231*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION .338 .437

40. Monrovia&17th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	70	.081*	160	.150*
NBR	0	0	50		70	
SBL	0	0	70	{.044}*	60	{.037}*
SBT	1	1600	90	.106	60	.081
SBR	0	0	10		10	
EBL	0	0	10	{.006}*	10	{.006}*
EBT	1	1600	220	.150	270	.181
EBR	0	0	10		10	
WBL	0	0	70		60	
WBT	1	1600	150	.206*	250	.250*
WBR	0	0	110		90	

TOTAL CAPACITY UTILIZATION .337 .443

41. Placentia&17th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.063	70	.044
NBT	2	3200	470	.169*	520	.203*
NBR	0	0	70		130	
SBL	1	1600	200	.125*	150	.094*
SBT	2	3200	410	.153	330	.141
SBR	0	0	80		120	
EBL	1	1600	30	.019	30	.019
EBT	2	3200	300	.113*	370	.147*
EBR	0	0	60		100	
WBL	1	1600	50	.031*	100	.063*
WBT	2	3200	250	.100	280	.175
WBR	0	0	70		290	.181

TOTAL CAPACITY UTILIZATION .438 .507

42. Pomona&17th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40	{.025}*	30	{.019}*
NBT	1	1600	40	.056	110	.094
NBR	0	0	10		10	
SBL	0	0	30		10	
SBT	1	1600	120	.131*	60	.081*
SBR	0	0	60		60	
EBL	1	1600	60	.038	120	.075*
EBT	1	1600	470	.325*	460	.300
EBR	0	0	50		20	
WBL	1	1600	20	.013*	10	.006
WBT	1	1600	330	.206	540	.338*
WBR	1	1600	10	.006	60	.038

TOTAL CAPACITY UTILIZATION .494 .513

43. Superior&17th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.031	120	.075
NBT	0.5	3200	170	.303*	240	.288*
NBR	1.5		800		680	
SBL	1	1600	40	.025*	60	.038*
SBT	2	3200	290	.116	440	.169
SBR	0	0	80		100	
EBL	1	1600	10	.006	50	.031
EBT	2	3200	720	.244*	640	.225*
EBR	0	0	60		80	
WBL	1	1600	380	.238*	420	.263*
WBT	2	3200	440	.141	590	.203
WBR	0	0	10		60	

TOTAL CAPACITY UTILIZATION .810 .814

44. Newport&17th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	70	.044*
NBT	4	6400	2110	.366*	2100	.355
NBR	0	0	230		170	
SBL	2	3200	590	.184*	740	.231
SBT	3	4800	2200	.458	2790	.581*
SBR	1	1600	400	.250	390	.244
EBL	3	4800	830	.173*	790	.165
EBT	2	3200	620	.197	610	.200*
EBR	0	0	10		30	
WBL	2	3200	150	.047	310	.097*
WBT	3	4800	410	.085*	630	.131
WBR	1	1600	150	.094	210	.131
Right Turn Adjustment			WBR	.009*		

TOTAL CAPACITY UTILIZATION .817 .922

45. Orange&17th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.075	200	.125
NBT	1	1600	230	.144*	290	.181*
NBR	1	1600	20	.013	30	.019
SBL	1	1600	100	.063*	210	.131*
SBT	1	1600	150	.094	230	.144
SBR	1	1600	220	.138	290	.181
EBL	1	1600	220	.138*	270	.169*
EBT	3	4800	850	.177	680	.142
EBR	1	1600	120	.075	180	.113
WBL	1	1600	30	.019	70	.044
WBT	3	4800	400	.083*	670	.140*
WBR	1	1600	120	.075	190	.119
Right Turn Adjustment			SBR	.006*		
TOTAL CAPACITY UTILIZATION				.434		.621

46. SantaAna&17th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	110	.069
NBT	1	1600	210	.131*	230	.144*
NBR	1	1600	60	.038	90	.056
SBL	1	1600	140	.088*	160	.100*
SBT	1	1600	140	.088	230	.144
SBR	1	1600	40	.025	80	.050
EBL	1	1600	40	.025	100	.063*
EBT	3	4800	870	.181*	700	.146
EBR	1	1600	20	.013	50	.031
WBL	1	1600	50	.031*	140	.088
WBT	3	4800	520	.108	910	.190*
WBR	1	1600	90	.056	180	.113
TOTAL CAPACITY UTILIZATION				.431		.497

47. Tustin&17th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	70	.044
NBT	1	1600	190	.119*	210	.131*
NBR	1	1600	90	.056	100	.063
SBL	1	1600	60	.038*	140	.088*
SBT	1	1600	110	.069	150	.094
SBR	1	1600	20	.013	20	.013
EBL	1	1600	20	.013	30	.019*
EBT	2	3200	810	.253*	830	.259
EBR	1	1600	50	.031	40	.025
WBL	1	1600	50	.031*	120	.075
WBT	2	3200	610	.191	1140	.356*
WBR	1	1600	40	.025	150	.094

TOTAL CAPACITY UTILIZATION .441 .594

48. Irvine&Westcliff

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	90	.028	290	.091*
NBT	2	3200	980	.319*	760	.244
NBR	0	0	40		20	
SBL	2	3200	220	.069*	60	.019
SBT	2	3200	710	.275	900	.428*
SBR	0	0	170		470	
EBL	2	3200	320	.100*	310	.097*
EBT	2	3200	460	.172	540	.219
EBR	0	0	90		160	
WBL	1	1600	30	.019	90	.056
WBT	2	3200	440	.153*	900	.300*
WBR	0	0	50		60	

TOTAL CAPACITY UTILIZATION .641 .916

49. Placentia&16th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	160	.100*	100	.063*
NBT	2	3200	590	.188	650	.206
NBR	0	0	10		10	
SBL	1	1600	30	.019	20	.013
SBT	2	3200	450	.163*	570	.191*
SBR	0	0	70		40	
EBL	1	1600	40	.025	100	.063*
EBT	1	1600	90	.106*	50	.106
EBR	0	0	80		120	
WBL	1	1600	10	.006*	10	.006
WBT	1	1600	60	.050	70	.063*
WBR	0	0	20		30	

TOTAL CAPACITY UTILIZATION .375 .380

50. Pomona&16th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	70	.044	80	.050
SBT	1	1600	80	.056*	90	.075*
SBR	0	0	10		30	
EBL	0.5		30	{.019}*	30	{.019}*
EBT	1.5	3200	190	.072	40	.031
EBR	0		10		30	
WBL	0	0	0		0	
WBT	1	1600	115	.156*	90	.131*
WBR	0	0	135		120	

add to #58

TOTAL CAPACITY UTILIZATION .231 .225

51. Newport&16th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	20	.013*
NBT	3	4800	2280	.487*	2230	.471
NBR	0	0	60		30	
SBL	1	1600	60	.038*	90	.056
SBT	3	4800	2250	.469	2980	.621*
SBR	1	1600	60	.038	50	.031
EBL	0	0	30	{.019}*	40	{.025}*
EBT	1	1600	60	.063	70	.088
EBR	0	0	10		30	
WBL	0	0	30		20	
WBT	1	1600	130	.131*	60	.088*
WBR	0	0	50		60	

TOTAL CAPACITY UTILIZATION .675 .747

52. Bluff&Victoria

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	480	.300*	760	.475*
NBT	0	0	0		0	
NBR	1	1600	50	.031	70	.044
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1380	.659*	880	.438
EBR	0	0	730		520	
WBL	1	1600	60	.038*	50	.031
WBT	2	3200	740	.231	1580	.494*
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION 0.997 .969

53. Bluff&19th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.000	0	.000
NBT	2	3200	320	.116*	480	.163*
NBR	0	0	50		40	
SBL	1	1600	370	.231*	180	.113*
SBT	2	3200	420	.131	390	.122
SBR	0	0	0		0	
EBL	1	1600	0	.000	0	.000
EBT	2	3200	0	.000	0	.000
EBR	0	0	0		0	
WBL	1	1600	20	.013	60	.038
WBT	2	3200	0	.066*	0	.109*
WBR	0	0	210		350	

TOTAL CAPACITY UTILIZATION .413 .385

54. Bluff&17th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.000	0	.000
NBT	2	3200	200	.125*	260	.144*
NBR	0	0	230	.144	200	
SBL	1	1600	140	.088*	100	.063*
SBT	2	3200	210	.069	240	.078
SBR	0	0	10		10	
EBL	1	1600	20	.013	10	.006
EBT	1	1600	50	.031*	20	.013*
EBR	0	0	0		0	
WBL	1	1600	160	.100*	270	.169*
WBT	1	1600	10	.063	140	.156
WBR	0	0	90		110	
Right Turn Adjustment			NBR	.019*		

TOTAL CAPACITY UTILIZATION .363 .389

55. Bluff&16th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	20	.013
NBT	2	3200	310	.119*	360	.122*
NBR	0	0	70		30	
SBL	1	1600	80	.050*	60	.038*
SBT	2	3200	300	.094	360	.113
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	10	.019	10	.019
EBR	0	0	20		20	
WBL	1	1600	10	.006	50	.031
WBT	1	1600	10	.038*	10	.056*
WBR	0	0	50		80	

TOTAL CAPACITY UTILIZATION .207 .216

56. Bluff&15th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	70	.044*	50	.031*
SBT	0	0	0		0	
SBR	1	1600	270	.169	340	.213
EBL	1	1600	310	.194*	320	.200*
EBT	1	1600	630	.394	450	.281
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	360	.256*	600	.419*
WBR	0	0	50		70	
Right Turn Adjustment			SBR	.125*	SBR	.182*

TOTAL CAPACITY UTILIZATION .619 .832

57. Bluff&Coast

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	280	.088*	250	.078*
SBT	0	0	0		0	
SBR	2	3200	350	.109	710	.222
EBL	2	3200	740	.231	560	.175*
EBT	3	4800	3650	.760*	2200	.458
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1450	.302	3820	.796*
WBR	f		200		270	

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .848 1.049

50/ 58. Superior&16th

BR WithProj NoBridge 9BR2a5

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	50	.031*
NBT	2	3200	1000	.334*	850	.278
NBR	0	0	70		40	
SBL	1	1600	30	.019*	20	.013
SBT	2	3200	710	.253	970	.328*
SBR	0	0	100		80	
EBL	1	1600	30	.019	20	.013*
EBT	1	1600	230	.144*	100	.063
EBR	1	1600	0	.000	0	.000
WBL	0	0	50	{.031}*	50	
WBT	1	1600	140	.119	80	.081*
WBR	1	1600	10	.006	10	.006

TOTAL CAPACITY UTILIZATION .528 .453

+.056 +.075

.584 .528

Attachment A

GP - 3

General Plan Buildout - Project Bluff Road Alternative - with 19th Street Bridge

Intersection Analysis With Previously Identified Improvements

(GP or OCMPAH Standard and not affecting existing development)

1. Monrovia&16th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	10	
NBT	1	1600	80	.081	230	.206*
NBR	0	0	40		90	
SBL	0	0	20		10	{.006}*
SBT	1	1600	170	.138*	60	.063
SBR	0	0	30		30	
EBL	0	0	30		30	{.019}*
EBT	1	1600	160	.131*	100	.088
EBR	0	0	20		10	
WBL	0	0	100	{.062}*	60	
WBT	1	1600	40	.100	120	.125*
WBR	0	0	20		20	

TOTAL CAPACITY UTILIZATION .337 .356

2. Placentia&15th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019*	70	.044*
NBT	2	3200	280	.094	470	.153
NBR	0	0	20		20	
SBL	1	1600	60	.038	30	.019
SBT	2	3200	450	.144*	370	.144*
SBR	0	0	10		90	
EBL	0	0	80		50	
EBT	1	1600	280	.281*	120	.163*
EBR	0	0	90		90	
WBL	0	0	10		10	
WBT	1	1600	100	.069*	250	.163*
WBR	1	1600	140	.088	140	.088

Right Turn Adjustment WBR .019*
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .532 .514

3. Superior&15th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	10	.006*
NBT	2	3200	990	.309*	910	.284
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	440	.197	800	.372*
SBR	0	0	190		390	
EBL	1	1600	340	.213*	150	.094*
EBT	0	0	0		0	
EBR	1	1600	20	.013	20	.013
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .522 .472

4. Superior&Placentia

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.056	120	.075*
NBT	2	3200	1010	.331*	830	.272
NBR	0	0	50		40	
SBL	1	1600	30	.019*	30	.019
SBT	2	3200	410	.134	780	.247*
SBR	0	0	20		10	
EBL	1	1600	10	.006	10	.006*
EBT	1	1600	380	.238*	240	.150
EBR	1	1600	240	.150	250	.156
WBL	0.5		10	{.006}*	20	
WBT	1.5	3200	320	.113	440	.169*
WBR	0		30		80	

TOTAL CAPACITY UTILIZATION .594 .497

5. Newport&Hospital

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	140	.044	240	.075*
NBT	3	4800	2230	.465*	1090	.227
NBR	1	1600	10	.006	110	.069
SBL	1	1600	40	.025*	10	.006
SBT	3	4800	1320	.275	2150	.448*
SBR	1	1600	240	.150	140	.088
EBL	2	3200	180	.056*	210	.066
EBT	1	1600	160	.100	130	.081*
EBR	1	1600	190	.119	40	.025
WBL	1	1600	50	.031	240	.150*
WBT	2	3200	240	.081*	240	.103
WBR	0	0	20		90	
Right Turn Adjustment			EBR	.013*		

TOTAL CAPACITY UTILIZATION .640 .754

6. Orange&Coast

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		30	
NBT	1	1600	10	.013*	10	.025*
NBR	1	1600	60	.038	40	.025
SBL	0	0	30	{.019}*	40	{.025}*
SBT	1	1600	10	.025	10	.031
SBR	1	1600	20	.013	20	.013
EBL	1	1600	30	.019	50	.031*
EBT	3	4800	3220	.673*	2110	.444
EBR	0	0	10		20	
WBL	1	1600	50	.031*	60	.038
WBT	3	4800	1140	.238	3620	.754*
WBR	1	1600	60	.038	80	.050
Right Turn Adjustment			NBR	.025*		

TOTAL CAPACITY UTILIZATION .761 .835

7. Prospect&Coast

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20	{.012}*	10	{.006}*
NBT	1	1600	10	.019	10	.013
NBR	1	1600	40	.025	30	.019
SBL	0	0	280		100	
SBT	1	1600	10	.187*	10	.081*
SBR	0	0	10		20	
EBL	1	1600	20	.013	20	.013*
EBT	3	4800	3280	.685*	2150	.452
EBR	0	0	10		20	
WBL	1	1600	30	.019*	30	.019
WBT	3	4800	1340	.292	3620	.783*
WBR	0	0	60		140	
Right Turn Adjustment			NBR	.001*		

TOTAL CAPACITY UTILIZATION .904 .883

8. Superior&Coast

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		180		360	
NBT	1.5	4800	500	.175*	180	.144*
NBR	0		160		150	
SBL	1.5		150		290	
SBT	1.5	4800	120	.056*	390	.142*
SBR	2	3200	410	.128	450	.141
EBL	2	3200	370	.116	310	.097*
EBT	3	4800	2760	.575*	1510	.315
EBR	1	1600	270	.169	330	.206
WBL	1	1600	130	.081*	280	.175
WBT	4	6400	830	.169	2800	.473*
WBR	0	0	250		230	

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .887 .856

9. NewportBl.(W)&CoastHw.

BR With Project Alt w/bridge 9BR03B3 Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	370	.116*	560	.175*
SBT	0	0	0		0	
SBR	1	1600	550	.344	440	.275
EBL	0	0	0		0	
EBT	3	4800	2580	.538*	1950	.406
EBR	1	1600	130	.081	170	.106
WBL	0	0	0		0	
WBT	3	4800	1410	.294	2700	.563*
WBR	f		410		660	
Right Turn Adjustment			SBR	.228*	SBR	.100*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .882 .838

10. Riverside&Coast

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	20	
NBT	1	1600	0	.006	10	.025*
NBR	0	0	0		10	
SBL	0	0	90		110	{.069}*
SBT	1	1600	10	.063*	10	.075
SBR	1	1600	360	.225	400	.250
EBL	2	3200	210	.066	380	.119*
EBT	3	4800	2680	.560*	2190	.458
EBR	0	0	10		10	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1690	.360	2930	.621*
WBR	0	0	40		50	
Right Turn Adjustment			SBR	.096*	SBR	.049*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .731 .883

11. Tustin&Coast

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	0	.006	0	.006
NBR	0	0	10		10	
SBL	0	0	30		50	
SBT	1	1600	0	.044*	0	.125*
SBR	0	0	40		150	
EBL	1	1600	120	.075	160	.100*
EBT	3	4800	2650	.554*	2100	.440
EBR	0	0	10		10	
WBL	0	0	0		0	
WBT	3	4800	1710	.356	2890	.602*
WBR	1	1600	40	.025	110	.069

TOTAL CAPACITY UTILIZATION .598 .827

12. Dover&Coast

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	20	.013
NBT	1	1600	30	.019*	20	.013*
NBR	1	1600	30	.019	10	.006
SBL	3	4800	1030	.215*	960	.200*
SBT	1	1600	10	.006	20	.013
SBR	1	1600	80	.050	100	.063
EBL	2	3200	190	.059	130	.041*
EBT	3	4800	2600	.544*	2100	.442
EBR	0	0	10		20	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1760	.367	3090	.644*
WBR	f		710		1110	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .784 .898

13. Magnolia&Hamilton

BR With Proj Alt w/bridge 9BR03B6 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038*	120	.075
NBT	2	3200	250	.091	460	.163*
NBR	0	0	40		60	
SBL	1	1600	110	.069	120	.075*
SBT	2	3200	450	.141*	280	.088
SBR	1	1600	40	.025	40	.025
EBL	1	1600	100	.063	10	.006*
EBT	1	1600	660	.556*	490	.350
EBR	0	0	230		70	
WBL	1	1600	70	.044*	70	.044
WBT	1	1600	480	.300	800	.500*
WBR	1	1600	320	.200	290	.181

TOTAL CAPACITY UTILIZATION .779 .744

14. Bushard&Hamilton

BR With Proj Alt w/bridge 9BR03B6 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.056*	50	.031
NBT	2	3200	210	.072	360	.122*
NBR	0	0	20		30	
SBL	1	1600	170	.106	130	.081*
SBT	2	3200	430	.184*	190	.075
SBR	0	0	160		50	
EBL	1	1600	80	.050	30	.019*
EBT	2	3200	790	.259*	510	.175
EBR	0	0	40		50	
WBL	1	1600	60	.038*	20	.013
WBT	2	3200	630	.231	1030	.416*
WBR	0	0	110		300	

TOTAL CAPACITY UTILIZATION .537 .638

15. Brookhurst&Hamilton/Vic

BR With Proj Alt w/bridge 9BR03B6 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	110	.069
NBT	3	4800	270	.056*	490	.102*
NBR	1	1600	60	.038	20	.013
SBL	2	3200	650	.203*	560	.175*
SBT	3	4800	470	.131	330	.098
SBR	0	0	160		140	
EBL	1	1600	130	.081	220	.138*
EBT	2	3200	930	.306*	530	.188
EBR	0	0	50		70	
WBL	1	1600	30	.019*	80	.050
WBT	2	3200	560	.175	1100	.344*
WBR	1	1600	410	.256	700	.438
Right Turn Adjustment			WBR	.012*	WBR	.094*

TOTAL CAPACITY UTILIZATION .596 .853

16. Magnolia&Banning

BR With Proj Alt w/bridge 9BR03B6 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	220	.138*	540	.281*
NBR	0	0	490	.306	360	
SBL	1	1600	390	.244*	130	.081*
SBT	2	3200	420	.131	380	.119
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	290	.091*	350	.109*
WBT	0	0	0		0	
WBR	1	1600	180	.113	190	.119
Right Turn Adjustment			Multi	.190*	WBR	.010*

TOTAL CAPACITY UTILIZATION .663 .481

17. Bushard&Banning

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	40	.025
NBT	2	3200	80	.041*	250	.113*
NBR	0	0	50		110	
SBL	1	1600	160	.100*	90	.056*
SBT	2	3200	280	.109	120	.044
SBR	0	0	70		20	
EBL	1	1600	20	.013	10	.006*
EBT	1	1600	880	.569*	400	.256
EBR	0	0	30		10	
WBL	1	1600	70	.044*	80	.050
WBT	1	1600	420	.331	640	.513*
WBR	0	0	110		180	

TOTAL CAPACITY UTILIZATION .754 .688

18. Brookhurst&19th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	20	.013
NBT	3	4800	440	.100	680	.154*
NBR	0	0	40		60	
SBL	1	1600	10	.006	10	.006*
SBT	3	4800	470	.115*	420	.100
SBR	0	0	80		60	
EBL	1	1600	60	.038	40	.025*
EBT	2	3200	1110	.353*	590	.188
EBR	0	0	20		10	
WBL	1	1600	20	.013*	80	.050
WBT	2	3200	480	.150	930	.294*
WBR	0	0	0		10	

TOTAL CAPACITY UTILIZATION .487 .479

19. Magnolia&PCH

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	10	.006
NBT	1	1600	20	.019*	20	.025*
NBR	0	0	10		20	
SBL	1.5		350		150	
SBT	0.5	3200	40	.122*	30	.056*
SBR	1	1600	320	.200	550	.344
EBL	1	1600	590	.369*	410	.256*
EBT	3	4800	2470	.515	1830	.381
EBR	1	1600	10	.006	10	.006
WBL	1	1600	20	.013	30	.019
WBT	3	4800	960	.200*	2490	.519*
WBR	1	1600	100	.063	470	.294
Right Turn Adjustment			SBR	.078*	SBR	.288*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .788 1.144

20. Brookhurst&Bushard

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	110	.069*	300	.188*
NBT	3	4800	460	.098	820	.171
NBR	0	0	10		0	
SBL	1	1600	10	.006	0	.000
SBT	3	4800	490	.102*	500	.104*
SBR	1	1600	10	.006	10	.006
EBL	1	1600	10	.006*	10	.006*
EBT	0	0	0		0	
EBR	1	1600	350	.219	130	.081
WBL	0	0	0		0	
WBT	1	1600	10	.013*	0	.000*
WBR	0	0	10		0	
Right Turn Adjustment			EBR	.200*	EBR	.075*

TOTAL CAPACITY UTILIZATION .390 .373

21. Brookhurst&PCH

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	20	.013
NBT	1	1600	30	.025*	30	.044*
NBR	0	0	10		40	
SBL	2	3200	630	.197*	390	.122*
SBT	1	1600	10	.006	50	.031
SBR	1	1600	200	.125	190	.119
EBL	1	1600	200	.125	210	.131*
EBT	3	4800	2620	.546*	1750	.365
EBR	1	1600	10	.006	40	.025
WBL	1	1600	10	.006*	20	.013
WBT	3	4800	870	.181	2780	.579*
WBR	1	1600	350	.219	880	.550

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .774 .876

22. Placentia&Victoria

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	120	.038*	220	.069
NBT	2	3200	450	.141	720	.225*
NBR	1	1600	170	.106	180	.113
SBL	1	1600	100	.063	90	.056*
SBT	2	3200	550	.172*	520	.163
SBR	1	1600	50	.031	160	.100
EBL	1	1600	100	.063	80	.050*
EBT	2	3200	1310	.409*	660	.206
EBR	2	3200	230	.072	120	.038
WBL	1	1600	180	.113*	170	.106
WBT	2	3200	650	.203	1570	.491*
WBR	1	1600	60	.038	80	.050

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .732 .822

23. Pomona&Victoria

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	40	.025*
NBT	1	1600	270	.194*	220	.175
NBR	0	0	40		60	
SBL	1	1600	10	.006*	10	.006
SBT	1	1600	140	.100	350	.275*
SBR	0	0	20		90	
EBL	1	1600	120	.075	40	.025*
EBT	2	3200	1500	.469*	920	.288
EBR	1	1600	50	.031	30	.019
WBL	1	1600	60	.038*	20	.013
WBT	2	3200	820	.256	1640	.513*
WBR	1	1600	10	.006	20	.013

TOTAL CAPACITY UTILIZATION .707 .838

24. Harbor&Victoria

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	130	.081
NBT	3	4800	580	.121*	1050	.219*
NBR	1	1600	70	.044	120	.075
SBL	1	1600	140	.088*	150	.094*
SBT	3	4800	890	.185	1030	.215
SBR	1	1600	160	.100	200	.125
EBL	2	3200	170	.053	260	.081*
EBT	2	3200	1310	.409*	710	.222
EBR	1	1600	90	.056	60	.038
WBL	2	3200	140	.044*	130	.041
WBT	2	3200	750	.234	1270	.397*
WBR	1	1600	110	.069	170	.106

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .662 .791

25. NewportSB&22nd

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		350		650	
SBT	2.5	6400	560	.142*	800	.227*
SBR	f		910		1330	
EBL	0	0	0		0	
EBT	4	6400	1750	.280*	900	.147*
EBR	0	0	40		40	
WBL	1	1600	90	.056*	110	.069*
WBT	1	1600	330	.206	260	.163
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .478 .443

26. NewportNB&22nd

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		90		120	
NBT	3.5	6400	1010	.178*	750	.152*
NBR	0		40		100	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	1710	.534*	880	.275*
EBT	2	3200	390	.122	670	.209
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	4800	330	.154*	250	.100*
WBR	1.5		410		230	

TOTAL CAPACITY UTILIZATION .866 .527

27. Whittier&19th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		250	
NBT	1	1600	10	.163*	10	.356*
NBR	0	0	230		310	
SBL	0	0	10	{.006}*	10	{.006}*
SBT	1	1600	10	.019	10	.019
SBR	0	0	10		10	
EBL	1	1600	10	.006	10	.006
EBT	~~1~~ 2	1600	970	.856*	570	.506*
EBR	0	0	400		240	
WBL	1	1600	140	.088*	190	.119*
WBT	~~1~~ 2	1600	520	.331	830	.525
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION ~~1.113~~ .685 ~~.987~~ .734

28. Monrovia&19th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20	{.012}*	100	{.062}*
NBT	1	1600	10	.019	20	.075
NBR	1	1600	170	.106	300	.188
SBL	0	0	60		30	
SBT	1	1600	20	.069*	10	.044*
SBR	0	0	30		30	
EBL	1	1600	10	.006	40	.025*
EBT	~~1~~ 2	1600	890	.694*	590	.469
EBR	0	0	220		160	
WBL	1	1600	150	.094*	120	.075
WBT	~~1~~ 2	1600	570	.362	800	.531*
WBR	0	0	10		50	
Right Turn Adjustment			NBR	.062*	NBR	.101*

TOTAL CAPACITY UTILIZATION ~~.931~~ .584 ~~.763~~ .497

29. Placentia&19th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.081*	130	.081
NBT	2	3200	550	.172	810	.253*
NBR	1	1600	110	.069	180	.113
SBL	1	1600	90	.056	60	.038*
SBT	2	3200	590	.184*	460	.144
SBR	1	1600	240	.150	140	.088
EBL	2	3200	250	.078	230	.072*
EBT	2	3200	830	.259*	440	.138
EBR	1	1600	230	.144	140	.088
WBL	2	3200	220	.069*	140	.044
WBT	2	3200	250	.078	680	.213*
WBR	1	1600	60	.038	120	.075

TOTAL CAPACITY UTILIZATION .593 .576

30. Pomona&19th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	50	.031
NBT	1	1600	50	.088*	270	.313*
NBR	0	0	90		230	
SBL	1	1600	180	.113*	70	.044*
SBT	1	1600	100	.088	130	.125
SBR	0	0	40		70	
EBL	1	1600	20	.013	30	.019
EBT	2	3200	920	.297*	830	.275*
EBR	0	0	30		50	
WBL	1	1600	130	.081*	190	.119*
WBT	2	3200	550	.181	930	.322
WBR	0	0	30		100	

TOTAL CAPACITY UTILIZATION .579 .751

31. Anaheim&19th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	60	.038
NBT	1	1600	30	.094*	60	.144*
NBR	0	0	120		170	
SBL	1	1600	80	.050*	70	.044*
SBT	1	1600	40	.044	50	.056
SBR	0	0	30		40	
EBL	1	1600	30	.019	50	.031
EBT	2	3200	1170	.372*	1120	.362*
EBR	0	0	20		40	
WBL	1	1600	110	.069*	200	.125*
WBT	2	3200	770	.241	1120	.350
WBR	1	1600	40	.025	120	.075

TOTAL CAPACITY UTILIZATION .585 .675

32. Park&19th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	50	.016*	120	.038*
NBT	0	0	0		0	
NBR	1	1600	110	.069	150	.094
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	10	.006	20	.013
EBT	2	3200	1280	.400*	1230	.384*
EBR	1	1600	60	.038	70	.044
WBL	1	1600	100	.063*	190	.119*
WBT	3	4800	840	.175	1300	.271
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.053*	NBR	.056*

TOTAL CAPACITY UTILIZATION .532 .597

33. Harbor&19th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	80	.050
NBT	3	4800	280	.063*	460	.102*
NBR	0	0	20		30	
SBL	1	1600	190	.119*	260	.163*
SBT	3	4800	470	.121	650	.175
SBR	0	0	110		190	
EBL	2	3200	110	.034	380	.119*
EBT	3	4800	1340	.288*	970	.219
EBR	0	0	40		80	
WBL	1	1600	40	.025*	200	.125
WBT	3	4800	810	.169	1170	.244*
WBR	1	1600	220	.138	270	.169

TOTAL CAPACITY UTILIZATION .495 .628

34. Newport&19th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	30	.019
NBT	4	6400	3350	.525*	3160	.498*
NBR	0	0	10		30	
SBL	1	1600	290	.181*	320	.200*
SBT	3.5	8000	3050	.477	3900	.646
SBR	1.5		660	.413	1270	
EBL	2.5		1350	.281*	1010	.210*
EBT	1.5	6400	210	.131	190	.119
EBR	1	1600	10	.006	10	.006
WBL	1	1600	20	.013	40	.025
WBT	2.5	6400	220	.069*	500	.108*
WBR	1.5		330	.103	190	

Right Turn Adjustment WBR .034*
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION 1.090 1.016

35. Newport&Broadway

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	10	.006*
NBT	4	6400	3300	.520	3130	.505
NBR	0	0	30		100	
SBL	1	1600	50	.031	100	.063
SBT	3	4800	3020	.629*	3780	.788*
SBR	1	1600	10	.006	70	.044
EBL	0	0	10		30	
EBT	1	1600	10	.013*	20	.031*
EBR	1	1600	10	.006	20	.013
WBL	1	1600	80	.050*	80	.050*
WBT	1	1600	10	.044	20	.050
WBR	0	0	60		60	

TOTAL CAPACITY UTILIZATION .698 .875

36. Newport&Harbor

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	270	.084*	700	.219*
NBT	4	6400	3270	.511	3070	.480
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	3010	.648*	3780	.808*
SBR	0	0	100		100	
EBL	1	1600	70	.044*	170	.106*
EBT	0	0	0		0	
EBR	2	3200	490	.153	540	.169
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Right Turn Adjustment EBR .025*
Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .801 1.133

37. Newport&18th/Rochester

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044*	120	.075*
NBT	4	6400	3140	.492	3020	.473
NBR	0	0	10		10	
SBL	1	1600	90	.056	130	.081
SBT	3	4800	3020	.629*	3970	.827*
SBR	1	1600	230	.144	210	.131
EBL	2	3200	280	.088*	320	.100*
EBT	1	1600	90	.056	80	.050
EBR	1	1600	30	.019	50	.031
WBL	1	1600	10	.006	20	.013
WBT	1	1600	70	.069*	140	.100*
WBR	0	0	40		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .830 1.102

38. Placentia&18th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	10	.006
NBT	2	3200	630	.203	1060	.347*
NBR	0	0	20		50	
SBL	1	1600	10	.006	40	.025*
SBT	2	3200	910	.331*	660	.231
SBR	0	0	150		80	
EBL	1	1600	80	.050*	80	.050*
EBT	1	1600	230	.169	180	.119
EBR	0	0	40		10	
WBL	1	1600	40	.025	10	.006
WBT	1	1600	200	.156*	110	.125*
WBR	0	0	50		90	

TOTAL CAPACITY UTILIZATION .543 .547

39. Whittier&17th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20	{.012}*	50	{.031}*
NBT	1	1600	10	.025	10	.044
NBR	0	0	10		10	
SBL	0	0	10		10	
SBT	1	1600	10	.144*	10	.125*
SBR	0	0	210		180	
EBL	0	0	110		170	{.106}*
EBT	1	1600	270	.250*	230	.275
EBR	0	0	20		40	
WBL	0	0	10	{.006}*	10	
WBT	1	1600	130	.094	270	.181*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION .412 .443

40. Monrovia&17th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	10	
NBT	1	1600	60	.081	190	.150*
NBR	0	0	60		40	
SBL	0	0	90		100	{.062}*
SBT	1	1600	110	.138*	60	.106
SBR	0	0	20		10	
EBL	0	0	20	{.012}*	10	{.006}*
EBT	1	1600	200	.144	210	.144
EBR	0	0	10		10	
WBL	0	0	60		30	
WBT	1	1600	90	.169*	180	.225*
WBR	0	0	120		150	

TOTAL CAPACITY UTILIZATION .325 .443

41. Placentia&17th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	30	.019
NBT	2	3200	380	.134*	530	.206*
NBR	0	0	50		130	
SBL	1	1600	260	.163*	160	.100*
SBT	2	3200	500	.181	360	.156
SBR	0	0	80		140	
EBL	1	1600	80	.050*	70	.044*
EBT	2	3200	260	.084	360	.122
EBR	0	0	10		30	
WBL	1	1600	50	.031	80	.050
WBT	2	3200	230	.100*	280	.175*
WBR	0	0	90		340	.213
Right Turn Adjustment					WBR	.038*

TOTAL CAPACITY UTILIZATION .447 .563

42. Pomona&17th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40	{.025}*	20	
NBT	1	1600	50	.063	110	.088*
NBR	0	0	10		10	
SBL	0	0	30		10	{.006}*
SBT	1	1600	120	.131*	60	.081
SBR	0	0	60		60	
EBL	1	1600	50	.031	110	.069*
EBT	1	1600	470	.331*	460	.300
EBR	0	0	60		20	
WBL	1	1600	30	.019*	10	.006
WBT	1	1600	330	.206	570	.356*
WBR	1	1600	10	.006	60	.038

TOTAL CAPACITY UTILIZATION .506 .519

43. Superior&17th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.031	130	.081
NBT	0.5	3200	160	.297*	240	.288*
NBR	1.5		790		680	
SBL	1	1600	50	.031*	60	.038*
SBT	2	3200	290	.116	430	.166
SBR	0	0	80		100	
EBL	1	1600	10	.006	60	.038
EBT	2	3200	730	.247*	640	.225*
EBR	0	0	60		80	
WBL	1	1600	370	.231*	410	.256*
WBT	2	3200	450	.144	630	.213
WBR	0	0	10		50	

TOTAL CAPACITY UTILIZATION .806 .807

44. Newport&17th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	70	.044*
NBT	4	6400	2140	.372*	2150	.363
NBR	0	0	240		170	
SBL	2	3200	590	.184*	740	.231
SBT	3	4800	2250	.469	2820	.588*
SBR	1	1600	420	.263	420	.263
EBL	3	4800	870	.181*	810	.169*
EBT	2	3200	600	.191	580	.191
EBR	0	0	10		30	
WBL	2	3200	150	.047	310	.097
WBT	3	4800	400	.083*	600	.125*
WBR	1	1600	150	.094	210	.131
Right Turn Adjustment			WBR	.011*	WBR	.006*

TOTAL CAPACITY UTILIZATION .831 .932

45. Orange&17th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.075	200	.125
NBT	1	1600	230	.144*	290	.181*
NBR	1	1600	20	.013	30	.019
SBL	1	1600	100	.063*	210	.131*
SBT	1	1600	150	.094	230	.144
SBR	1	1600	210	.131	280	.175
EBL	1	1600	210	.131*	260	.163*
EBT	3	4800	850	.177	670	.140
EBR	1	1600	120	.075	180	.113
WBL	1	1600	30	.019	70	.044
WBT	3	4800	380	.079*	680	.142*
WBR	1	1600	120	.075	190	.119

TOTAL CAPACITY UTILIZATION .417 .617

46. SantaAna&17th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	110	.069
NBT	1	1600	210	.131*	240	.150*
NBR	1	1600	70	.044	90	.056
SBL	1	1600	130	.081*	160	.100*
SBT	1	1600	140	.088	230	.144
SBR	1	1600	40	.025	90	.056
EBL	1	1600	40	.025	100	.063*
EBT	3	4800	880	.183*	700	.146
EBR	1	1600	20	.013	50	.031
WBL	1	1600	50	.031*	140	.088
WBT	3	4800	490	.102	900	.188*
WBR	1	1600	90	.056	170	.106

TOTAL CAPACITY UTILIZATION .426 .501

47. Tustin&17th

BR With Project Alt w/bridge 9BR03B7 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.025	70	.044
NBT	1	1600	190	.119*	200	.125*
NBR	1	1600	90	.056	100	.063
SBL	1	1600	60	.038*	130	.081*
SBT	1	1600	110	.069	160	.100
SBR	1	1600	20	.013	20	.013
EBL	1	1600	20	.013	30	.019*
EBT	2	3200	810	.253*	830	.259
EBR	1	1600	50	.031	40	.025
WBL	1	1600	50	.031*	110	.069
WBT	2	3200	580	.181	1130	.353*
WBR	1	1600	40	.025	150	.094

TOTAL CAPACITY UTILIZATION .441 .578

48. Irvine&Westcliff

BR With Project Alt w/bridge 9BR03B7 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	100	.031	290	.091*
NBT	2	3200	990	.322*	760	.244
NBR	0	0	40		20	
SBL	2	3200	230	.072*	60	.019
SBT	2	3200	710	.272	910	.431*
SBR	0	0	160		470	
EBL	2	3200	340	.106*	310	.097*
EBT	2	3200	440	.166	540	.213
EBR	0	0	90		140	
WBL	1	1600	30	.019	90	.056
WBT	2	3200	410	.144*	880	.297*
WBR	0	0	50		70	

TOTAL CAPACITY UTILIZATION .644 .916

49. Placentia&16th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044*	50	.031
NBT	2	3200	410	.134	600	.191*
NBR	0	0	20		10	
SBL	1	1600	40	.025	30	.019*
SBT	2	3200	480	.172*	440	.150
SBR	0	0	70		40	
EBL	1	1600	20	.013	100	.063*
EBT	1	1600	80	.069*	40	.044
EBR	0	0	30		30	
WBL	1	1600	10	.006*	20	.013
WBT	1	1600	60	.050	70	.069*
WBR	0	0	20		40	

TOTAL CAPACITY UTILIZATION .291 .342

50. Pomona&16th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	70	.044	70	.044
SBT	1	1600	80	.056*	80	.069*
SBR	0	0	10		30	
EBL	0.5		30	{.019}*	30	{.019}*
EBT	1.5	3200	180	.069	50	.031
EBR	0		10		20	
WBL	0	0	0		0	
WBT	1	1600	125	.163*	110	.144*
WBR	0	0	135		120	

TOTAL CAPACITY UTILIZATION .238 .232

add to #58

51. Newport&16th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	20	.013*
NBT	3	4800	2310	.494*	2290	.485
NBR	0	0	60		40	
SBL	1	1600	60	.038*	90	.056
SBT	3	4800	2290	.477	3020	.629*
SBR	1	1600	60	.038	50	.031
EBL	0	0	30	{.019}*	40	{.025}*
EBT	1	1600	60	.063	70	.088
EBR	0	0	10		30	
WBL	0	0	30		20	
WBT	1	1600	130	.131*	60	.088*
WBR	0	0	50		60	

TOTAL CAPACITY UTILIZATION .682 .755

52. Bluff&Victoria

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	230	.144*	290	.181*
NBT	0	0	0		0	
NBR	1	1600	70	.044	30	.019
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1360	.513*	850	.347
EBR	0	0	280		260	
WBL	1	1600	20	.013*	60	.038
WBT	2	3200	770	.241	1590	.497*
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .670 .678

53. Bluff&19th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.000	0	.000
NBT	0	0	0		0	
NBR	1	1600	0	.000	0	.000
SBL	1	1600	290	.181*	280	.175*
SBT	0	0	0		0	
SBR	1	1600	10	.006	40	.025
EBL	1	1600	50	.031	10	.006*
EBT	2	3200	1110	.347*	650	.203
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	490	.231	980	.403*
WBR	0	0	250		310	

TOTAL CAPACITY UTILIZATION .528 .584

54. Bluff&17th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.000	0	.000
NBT	0	0	0		0	
NBR	1	1600	180	.113	210	.131
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	0	.000	0	.000
EBT	1	1600	60	.038*	30	.019*
EBR	0	0	0		0	
WBL	1	1600	170	.106*	260	.163*
WBT	1	1600	60	.038	150	.094
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.113*	NBR	.131*

TOTAL CAPACITY UTILIZATION .257 .313

55. Bluff&16th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	30	.019
NBT	2	3200	190	.084*	280	.100*
NBR	0	0	80		40	
SBL	1	1600	20	.013*	20	.013*
SBT	2	3200	230	.072	270	.084
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	10	.025*	10	.019*
EBR	0	0	30		20	
WBL	1	1600	20	.013*	60	.038*
WBT	1	1600	0	.006	20	.025
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION .135 .170

56. Bluff&15th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	20	.013*	10	.006*
SBT	0	0	0		0	
SBR	1	1600	260	.163	310	.194
EBL	1	1600	210	.131	300	.188*
EBT	1	1600	430	.269*	250	.156
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	180	.125	420	.275*
WBR	0	0	20		20	
Right Turn Adjustment			SBR	.150*	SBR	.188*

TOTAL CAPACITY UTILIZATION .432 .657

57. Bluff&Coast

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	260	.081*	230	.072*
SBT	0	0	0		0	
SBR	2	3200	190	.059	520	.163
EBL	2	3200	460	.144	360	.113*
EBT	3	4800	3140	.654*	1920	.400
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1230	.256	3340	.696*
WBR	f		190		270	

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .735 .881

50/ 58. Superior&16th

BR With Proj Alt w/Bridge 9BR03B3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	40	.025*
NBT	2	3200	970	.325*	840	.275
NBR	0	0	70		40	
SBL	1	1600	40	.025*	20	.013
SBT	2	3200	680	.247	940	.322*
SBR	0	0	110		90	
EBL	1	1600	30	.019	20	.013*
EBT	1	1600	220	.138*	100	.063
EBR	1	1600	0	.000	0	.000
WBL	0	0	50	{.031}*	50	
WBT	1	1600	140	.119	100	.094*
WBR	1	1600	10	.006	10	.006

TOTAL CAPACITY UTILIZATION .519 .454

+.056 +.069

.575 .523

Attachment A

GP - 4

General Plan Buildout - Project Bluff Road Alternative - no 19th Street Bridge

Intersection Analysis With Previously Identified Improvements

(GP or OCMPAH Standard and not affecting existing development)

1. Monrovia&16th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	10	
NBT	1	1600	90	.106	230	.206*
NBR	0	0	70		90	
SBL	0	0	20		10	{.006}*
SBT	1	1600	180	.138*	70	.069
SBR	0	0	20		30	
EBL	0	0	30		30	{.019}*
EBT	1	1600	170	.131*	100	.088
EBR	0	0	10		10	
WBL	0	0	100	{.062}*	60	
WBT	1	1600	40	.100	110	.125*
WBR	0	0	20		30	

TOTAL CAPACITY UTILIZATION .337 .356

2. Placentia&15th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	70	.044*
NBT	2	3200	400	.131*	500	.163
NBR	0	0	20		20	
SBL	1	1600	60	.038*	30	.019
SBT	2	3200	390	.125	480	.178*
SBR	0	0	10		90	
EBL	0	0	220		150	
EBT	1	1600	270	.363*	120	.225*
EBR	0	0	90		90	
WBL	0	0	20		10	
WBT	1	1600	120	.088*	240	.156*
WBR	1	1600	140	.088	140	.088

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .620 .603

3. Superior&15th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.031	10	.006*
NBT	2	3200	1050	.328*	910	.284
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	450	.206	870	.391*
SBR	0	0	210		380	
EBL	1	1600	320	.200*	150	.094*
EBT	0	0	0		0	
EBR	1	1600	30	.019	20	.013
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .528 .491

4. Superior&Placentia

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	250	.156	200	.125*
NBT	2	3200	1030	.338*	780	.256
NBR	0	0	50		40	
SBL	1	1600	30	.019*	30	.019
SBT	2	3200	360	.119	810	.256*
SBR	0	0	20		10	
EBL	1	1600	10	.006	10	.006*
EBT	1	1600	380	.238*	240	.150
EBR	1	1600	240	.150	390	.244
WBL	0.5		10	{.006}*	20	
WBT	1.5	3200	320	.113	450	.169*
WBR	0		30		70	
Right Turn Adjustment					EBR	.081*

TOTAL CAPACITY UTILIZATION .601 .637

5. Newport&Hospital

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	140	.044	240	.075*
NBT	3	4800	2190	.456*	1020	.213
NBR	1	1600	10	.006	110	.069
SBL	1	1600	40	.025*	10	.006
SBT	3	4800	1270	.265	2120	.442*
SBR	1	1600	240	.150	160	.100
EBL	2	3200	180	.056	210	.066
EBT	1	1600	170	.106*	140	.088*
EBR	1	1600	190	.119	40	.025
WBL	1	1600	50	.031*	230	.144*
WBT	2	3200	230	.078	250	.103
WBR	0	0	20		80	
Right Turn Adjustment			EBR	.013*		
TOTAL CAPACITY UTILIZATION				.631		.749

6. Orange&Coast

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		30	
NBT	1	1600	10	.013*	10	.025*
NBR	1	1600	60	.038	40	.025
SBL	0	0	30	{.019}*	40	{.025}*
SBT	1	1600	10	.025	10	.031
SBR	1	1600	20	.013	20	.013
EBL	1	1600	30	.019	50	.031*
EBT	3	4800	3910	.817*	2620	.550
EBR	0	0	10		20	
WBL	1	1600	50	.031*	60	.038
WBT	3	4800	1530	.319	4350	.906*
WBR	1	1600	60	.038	90	.056
Right Turn Adjustment			NBR	.025*		
TOTAL CAPACITY UTILIZATION				.905		.987

7. Prospect&Coast

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20	{.012}*	10	{.006}*
NBT	1	1600	10	.019	10	.013
NBR	1	1600	40	.025	30	.019
SBL	0	0	280		100	
SBT	1	1600	10	.187*	10	.081*
SBR	0	0	10		20	
EBL	1	1600	20	.013	20	.013*
EBT	3	4800	3970	.829*	2660	.558
EBR	0	0	10		20	
WBL	1	1600	30	.019*	30	.019
WBT	3	4800	1730	.373	4360	.938*
WBR	0	0	60		140	
Right Turn Adjustment			NBR	.001*		

TOTAL CAPACITY UTILIZATION 1.048 1.038

8. Superior&Coast

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		180		360	
NBT	1.5	4800	510	.175*	180	.144*
NBR	0		150		150	
SBL	1.5		90		240	
SBT	1.5	4800	120	.044*	390	.131*
SBR	2	3200	460	.144	550	.172
EBL	2	3200	570	.178	360	.113*
EBT	3	4800	2940	.613*	1720	.358
EBR	1	1600	270	.169	340	.213
WBL	1	1600	130	.081*	280	.175
WBT	4	6400	1000	.189	3070	.505*
WBR	0	0	210		160	

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .913 .893

9. NewportBl.(W)&CoastHw.

BR With Proj Alt No bridge 9BR04a5 Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	300	.094*	510	.159*
SBT	0	0	0		0	
SBR	f		550		440	
EBL	0	0	0		0	
EBT	3	4800	2710	.565*	2110	.440
EBR	1	1600	130	.081	170	.106
WBL	0	0	0		0	
WBT	3	4800	1530	.319	2880	.600*
WBR	f		350		590	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .659 .759

10. Riverside&Coast

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	20	
NBT	1	1600	0	.006	10	.025*
NBR	0	0	0		10	
SBL	0	0	90		110	{.069}*
SBT	1	1600	10	.063*	10	.075
SBR	1	1600	360	.225	400	.250
EBL	2	3200	210	.066	380	.119*
EBT	3	4800	2750	.575*	2290	.479
EBR	0	0	10		10	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1770	.377	3040	.644*
WBR	0	0	40		50	
Right Turn Adjustment			SBR	.096*	SBR	.049*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .746 .906

11. Tustin&Coast

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	0	.006	0	.006
NBR	0	0	10		10	
SBL	0	0	30		50	
SBT	1	1600	0	.044*	0	.119*
SBR	0	0	40		140	
EBL	1	1600	120	.075	160	.100*
EBT	3	4800	2730	.571*	2200	.460
EBR	0	0	10		10	
WBL	0	0	0		0	
WBT	3	4800	1790	.373	2990	.623*
WBR	1	1600	40	.025	110	.069

TOTAL CAPACITY UTILIZATION .615 .842

12. Dover&Coast

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	20	.013
NBT	1	1600	30	.019*	20	.013*
NBR	1	1600	30	.019	10	.006
SBL	3	4800	1050	.219*	970	.202*
SBT	1	1600	10	.006	20	.013
SBR	1	1600	80	.050	100	.063
EBL	2	3200	190	.059	130	.041*
EBT	3	4800	2680	.560*	2200	.463
EBR	0	0	10		20	
WBL	1	1600	10	.006*	20	.013
WBT	3	4800	1830	.381	3200	.667*
WBR	f		720		1130	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .804 .923

13. Magnolia&Hamilton

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.031	100	.063
NBT	2	3200	220	.081*	370	.134*
NBR	0	0	40		60	
SBL	1	1600	130	.081*	120	.075*
SBT	2	3200	300	.094	230	.072
SBR	1	1600	50	.031	40	.025
EBL	1	1600	100	.063	20	.013*
EBT	1	1600	680	.525*	540	.369
EBR	0	0	160		50	
WBL	1	1600	70	.044*	70	.044
WBT	1	1600	440	.275	840	.525*
WBR	1	1600	340	.213	290	.181

TOTAL CAPACITY UTILIZATION .731 .747

14. Bushard&Hamilton

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044*	60	.038
NBT	2	3200	220	.084	400	.134*
NBR	0	0	50		30	
SBL	1	1600	190	.119	150	.094*
SBT	2	3200	400	.169*	170	.069
SBR	0	0	140		50	
EBL	1	1600	60	.038	40	.025*
EBT	2	3200	890	.284*	580	.197
EBR	0	0	20		50	
WBL	1	1600	80	.050*	10	.006
WBT	2	3200	590	.231	1090	.413*
WBR	0	0	150		230	

TOTAL CAPACITY UTILIZATION .547 .666

15. Brookhurst&Hamilton/Vic

BR With Proj Alt No bridge 9BR04a6 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	110	.069
NBT	3	4800	310	.065*	520	.108*
NBR	1	1600	150	.094	50	.031
SBL	2	3200	820	.256*	700	.219*
SBT	3	4800	480	.129	340	.094
SBR	0	0	140		110	
EBL	1	1600	120	.075	180	.113*
EBT	2	3200	1030	.338*	700	.241
EBR	0	0	50		70	
WBL	1	1600	30	.019*	180	.113
WBT	2	3200	590	.184	1160	.363*
WBR	1	1600	500	.313	870	.544
Right Turn Adjustment			Multi	.060*	WBR	.181*

TOTAL CAPACITY UTILIZATION .738 .984

16. Magnolia&Banning

BR With Proj Alt No bridge 9BR04a6 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	230	.088*	580	.206*
NBR	0	0	50		80	
SBL	1	1600	90	.056*	70	.044*
SBT	2	3200	450	.141	340	.106
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	90	.028*	50	.016*
WBT	0	0	0		0	
WBR	1	1600	120	.075	60	.038
Right Turn Adjustment			WBR	.047*	WBR	.022*

TOTAL CAPACITY UTILIZATION .219 .288

17. Bushard&Banning

BR With Proj Alt No bridge 9BR04a6 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	20	.013
NBT	2	3200	90	.047	230	.103*
NBR	0	0	60		100	
SBL	1	1600	40	.025	20	.013*
SBT	2	3200	300	.122*	110	.044
SBR	0	0	90		30	
EBL	1	1600	40	.025*	10	.006*
EBT	1	1600	110	.088	50	.038
EBR	0	0	30		10	
WBL	1	1600	70	.044	80	.050
WBT	1	1600	140	.113*	100	.125*
WBR	0	0	40		100	

TOTAL CAPACITY UTILIZATION .266 .247

18. Brookhurst&19th

BR With Proj Alt No bridge 9BR04a6 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	10	.006
NBT	3	4800	470	.098	720	.150*
NBR	0	0	0		0	
SBL	1	1600	0	.000	0	.000
SBT	3	4800	480	.117*	460	.106
SBR	0	0	80		50	
EBL	1	1600	60	.038	10	.006
EBT	2	3200	0	.044*	0	.028*
EBR	0	0	140		90	
WBL	1	1600	0	.000	0	.000
WBT	2	3200	0	.000	0	.000
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .167 .178

19. Magnolia&PCH

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	10	.006
NBT	1	1600	20	.019*	20	.025*
NBR	0	0	10		20	
SBL	1.5		310		160	
SBT	0.5	3200	40	.109*	30	.059*
SBR	1	1600	190	.119	200	.125
EBL	1	1600	180	.113	210	.131*
EBT	3	4800	3060	.638*	2220	.463
EBR	1	1600	20	.013	20	.013
WBL	1	1600	20	.013*	30	.019
WBT	3	4800	1320	.275	3090	.644*
WBR	1	1600	80	.050	430	.269
Right Turn Adjustment			SBR	.010*	SBR	.066*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .789 .925

20. Brookhurst&Bushard

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	110	.069*	370	.231*
NBT	3	4800	500	.106	890	.185
NBR	0	0	10		0	
SBL	1	1600	10	.006	0	.000
SBT	3	4800	610	.127*	570	.119*
SBR	1	1600	10	.006	10	.006
EBL	1	1600	10	.006*	10	.006*
EBT	0	0	0		0	
EBR	1	1600	360	.225	140	.088
WBL	0	0	0		0	
WBT	1	1600	10	.013*	0	.000*
WBR	0	0	10		0	
Right Turn Adjustment			EBR	.206*	EBR	.082*

TOTAL CAPACITY UTILIZATION .421 .438

21. Brookhurst&PCH

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	20	.013
NBT	1	1600	20	.019*	30	.044*
NBR	0	0	10		40	
SBL	2	3200	780	.244*	490	.153*
SBT	1	1600	10	.006	40	.025
SBR	1	1600	180	.113	180	.113
EBL	1	1600	210	.131	200	.125*
EBT	3	4800	3160	.658*	2160	.450
EBR	1	1600	10	.006	40	.025
WBL	1	1600	10	.006*	20	.013
WBT	3	4800	1230	.256	3350	.698*
WBR	1	1600	390	.244	1030	.644

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .927 1.020

22. Placentia&Victoria

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	150	.047*	260	.081
NBT	2	3200	410	.128	710	.222*
NBR	1	1600	170	.106	160	.100
SBL	1	1600	100	.063	80	.050*
SBT	2	3200	500	.156*	490	.153
SBR	1	1600	50	.031	160	.100
EBL	1	1600	90	.056	90	.056*
EBT	2	3200	1420	.444*	690	.216
EBR	2	3200	230	.072	160	.050
WBL	1	1600	180	.113*	170	.106
WBT	2	3200	680	.213	1600	.500*
WBR	1	1600	70	.044	60	.038

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .760 .828

23. Pomona&Victoria

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	30	.019*
NBT	1	1600	230	.169*	220	.175
NBR	0	0	40		60	
SBL	1	1600	10	.006*	10	.006
SBT	1	1600	140	.100	310	.263*
SBR	0	0	20		110	
EBL	1	1600	140	.088	30	.019*
EBT	2	3200	1550	.484*	930	.291
EBR	1	1600	50	.031	30	.019
WBL	1	1600	60	.038*	20	.013
WBT	2	3200	860	.269	1640	.513*
WBR	1	1600	10	.006	20	.013

TOTAL CAPACITY UTILIZATION .697 .814

24. Harbor&Victoria

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019*	120	.075
NBT	3	4800	590	.123	1080	.225*
NBR	1	1600	60	.038	110	.069
SBL	1	1600	130	.081	150	.094*
SBT	3	4800	900	.188*	1060	.221
SBR	1	1600	160	.100	210	.131
EBL	2	3200	170	.053	260	.081*
EBT	2	3200	1350	.422*	720	.225
EBR	1	1600	90	.056	60	.038
WBL	2	3200	130	.041*	100	.031
WBT	2	3200	780	.244	1280	.400*
WBR	1	1600	110	.069	170	.106

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .670 .800

25. NewportSB&22nd

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		360		650	
SBT	2.5	6400	550	.142*	790	.225*
SBR	f		930		1280	
EBL	0	0	0		0	
EBT	4	6400	1800	.288*	910	.150*
EBR	0	0	40		50	
WBL	1	1600	90	.056*	100	.063*
WBT	1	1600	350	.219	260	.163
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .486 .438

26. NewportNB&22nd

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		110		120	
NBT	3.5	6400	990	.178*	740	.150*
NBR	0		40		100	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	1770	.553*	890	.278*
EBT	2	3200	390	.122	670	.209
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	4800	330	.150*	240	.098*
WBR	1.5		390		230	

TOTAL CAPACITY UTILIZATION .881 .526

27. Whittier&19th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		160	
NBT	1	1600	10	.156*	10	.294*
NBR	0	0	220		300	
SBL	0	0	10	{.006}*	10	{.006}*
SBT	1	1600	10	.019	10	.019
SBR	0	0	10		10	
EBL	1	1600	10	.006	10	.006
EBT	~~1~~ 2	1600	610	.531*	350	.306*
EBR	0	0	240		140	
WBL	1	1600	90	.056*	180	.113*
WBT	~~1~~ 2	1600	390	.250	470	.300
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION ~~.749~~ .483 ~~.719~~ .566

28. Monrovia&19th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20	{.012}*	90	{.056}*
NBT	1	1600	10	.019	20	.069
NBR	1	1600	150	.094	260	.163
SBL	0	0	50		30	
SBT	1	1600	20	.069*	10	.044*
SBR	0	0	40		30	
EBL	1	1600	20	.013	50	.031
EBT	~~1~~ 2	1600	570	.500*	420	.356*
EBR	0	0	230		150	
WBL	1	1600	130	.081*	120	.075*
WBT	~~1~~ 2	1600	410	.263	490	.338
WBR	0	0	10		50	
Right Turn Adjustment			NBR	.044*	NBR	.082*

TOTAL CAPACITY UTILIZATION ~~.706~~ .456 ~~.613~~ .444

29. Placentia&19th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.056*	160	.100
NBT	2	3200	450	.141	730	.228*
NBR	1	1600	220	.138	160	.100
SBL	1	1600	100	.063	80	.050*
SBT	2	3200	520	.163*	390	.122
SBR	1	1600	240	.150	110	.069
EBL	2	3200	220	.069	230	.072*
EBT	2	3200	520	.163*	360	.113
EBR	1	1600	240	.150	110	.069
WBL	2	3200	220	.069*	210	.066
WBT	2	3200	190	.059	480	.150*
WBR	1	1600	70	.044	130	.081

TOTAL CAPACITY UTILIZATION .451 .500

30. Pomona&19th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	40	.025
NBT	1	1600	40	.075*	260	.306*
NBR	0	0	80		230	
SBL	1	1600	180	.113*	80	.050*
SBT	1	1600	110	.094	120	.113
SBR	0	0	40		60	
EBL	1	1600	20	.013	30	.019
EBT	2	3200	800	.263*	750	.250*
EBR	0	0	40		50	
WBL	1	1600	120	.075*	170	.106*
WBT	2	3200	500	.169	870	.303
WBR	0	0	40		100	

TOTAL CAPACITY UTILIZATION .526 .712

31. Anaheim&19th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	50	.031
NBT	1	1600	30	.100*	60	.144*
NBR	0	0	130		170	
SBL	1	1600	90	.056*	70	.044*
SBT	1	1600	40	.038	50	.050
SBR	0	0	20		30	
EBL	1	1600	30	.019	40	.025
EBT	2	3200	1060	.338*	1070	.347*
EBR	0	0	20		40	
WBL	1	1600	120	.075*	210	.131*
WBT	2	3200	740	.231	1070	.334
WBR	1	1600	40	.025	150	.094

TOTAL CAPACITY UTILIZATION .569 .666

32. Park&19th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	50	.016*	120	.038*
NBT	0	0	0		0	
NBR	1	1600	110	.069	150	.094
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	10	.006	20	.013
EBT	2	3200	1200	.375*	1190	.372*
EBR	1	1600	60	.038	70	.044
WBL	1	1600	90	.056*	190	.119*
WBT	3	4800	830	.173	1290	.269
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.053*	NBR	.056*

TOTAL CAPACITY UTILIZATION .500 .585

33. Harbor&19th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	90	.056
NBT	3	4800	260	.058*	450	.100*
NBR	0	0	20		30	
SBL	1	1600	180	.113*	250	.156*
SBT	3	4800	460	.125	630	.188
SBR	0	0	140		270	
EBL	2	3200	180	.056	410	.128*
EBT	3	4800	1150	.248*	910	.206
EBR	0	0	40		80	
WBL	1	1600	40	.025*	200	.125
WBT	3	4800	760	.158	1080	.225*
WBR	1	1600	190	.119	270	.169

TOTAL CAPACITY UTILIZATION .444 .609

34. Newport&19th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	30	.019
NBT	4	6400	3290	.516*	3080	.486*
NBR	0	0	10		30	
SBL	1	1600	280	.175*	340	.213*
SBT	3.5	8000	2980	.466	3840	.628
SBR	1.5		650	.406	1180	
EBL	2.5		1140	.238*	960	.200*
EBT	1.5	6400	210	.131	180	.113
EBR	1	1600	10	.006	10	.006
WBL	1	1600	20	.013	40	.025
WBT	2.5	6400	190	.059*	480	.106*
WBR	1.5		360	.113	200	

Right Turn Adjustment WBR .054*
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION 1.042 1.005

35. Newport&Broadway

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	10	.006*
NBT	4	6400	3240	.509	3060	.494
NBR	0	0	20		100	
SBL	1	1600	60	.038	110	.069
SBT	3	4800	2950	.615*	3710	.773*
SBR	1	1600	10	.006	70	.044
EBL	0	0	10		20	
EBT	1	1600	10	.013*	30	.031*
EBR	1	1600	10	.006	20	.013
WBL	1	1600	70	.044*	80	.050*
WBT	1	1600	10	.044	20	.050
WBR	0	0	60		60	

TOTAL CAPACITY UTILIZATION .678 .860

36. Newport&Harbor

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	260	.081*	690	.216*
NBT	4	6400	3220	.503	3000	.469
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	2930	.631*	3710	.794*
SBR	0	0	100		100	
EBL	1	1600	50	.031*	170	.106*
EBT	0	0	0		0	
EBR	2	3200	490	.153	520	.163
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Right Turn Adjustment EBR .041*
Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .784 1.116

37. Newport&18th/Rochester

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044*	120	.075*
NBT	4	6400	3090	.484	2950	.463
NBR	0	0	10		10	
SBL	1	1600	90	.056	130	.081
SBT	3	4800	2970	.619*	3920	.817*
SBR	1	1600	200	.125	180	.113
EBL	2	3200	230	.072*	310	.097*
EBT	1	1600	80	.050	80	.050
EBR	1	1600	30	.019	50	.031
WBL	1	1600	10	.006	20	.013
WBT	1	1600	70	.069*	130	.094*
WBR	0	0	40		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .804 1.083

38. Placentia&18th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.031*	70	.044
NBT	2	3200	600	.206	1020	.350*
NBR	0	0	60		100	
SBL	1	1600	10	.006	20	.013*
SBT	2	3200	780	.284*	640	.225
SBR	0	0	130		80	
EBL	1	1600	80	.050*	50	.031
EBT	1	1600	150	.138	170	.150*
EBR	0	0	70		70	
WBL	1	1600	80	.050	80	.050*
WBT	1	1600	190	.144*	70	.100
WBR	0	0	40		90	

TOTAL CAPACITY UTILIZATION .509 .563

39. Whittier&17th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	30	{.019}*	60	{.037}*
NBT	1	1600	10	.031	10	.050
NBR	0	0	10		10	
SBL	0	0	10		10	
SBT	1	1600	10	.131*	10	.125*
SBR	0	0	190		180	
EBL	0	0	100		130	{.081}*
EBT	1	1600	260	.238*	220	.244
EBR	0	0	20		40	
WBL	0	0	10	{.006}*	10	
WBT	1	1600	150	.106	280	.187*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION .394 .430

40. Monrovia&17th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		10	
NBT	1	1600	80	.088*	180	.156*
NBR	0	0	50		60	
SBL	0	0	80	{.050}*	80	{.050}*
SBT	1	1600	120	.131	80	.106
SBR	0	0	10		10	
EBL	0	0	10		10	{.006}*
EBT	1	1600	200	.137*	210	.144
EBR	0	0	10		10	
WBL	0	0	60	{.037}*	40	
WBT	1	1600	90	.163	180	.213*
WBR	0	0	110		120	

TOTAL CAPACITY UTILIZATION .312 .425

41. Placentia&17th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.063	70	.044
NBT	2	3200	500	.175*	630	.238*
NBR	0	0	60		130	
SBL	1	1600	260	.163*	180	.113*
SBT	2	3200	540	.194	450	.184
SBR	0	0	80		140	
EBL	1	1600	70	.044*	70	.044*
EBT	2	3200	240	.094	340	.141
EBR	0	0	60		110	
WBL	1	1600	50	.031	90	.056
WBT	2	3200	230	.103*	250	.156*
WBR	0	0	100		340	.213
Right Turn Adjustment					WBR	.057*

TOTAL CAPACITY UTILIZATION .485 .608

42. Pomona&17th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40	{.025}*	20	
NBT	1	1600	50	.063	120	.094*
NBR	0	0	10		10	
SBL	0	0	30		10	{.006}*
SBT	1	1600	120	.131*	60	.081
SBR	0	0	60		60	
EBL	1	1600	60	.038	120	.075*
EBT	1	1600	470	.325*	460	.300
EBR	0	0	50		20	
WBL	1	1600	20	.013*	10	.006
WBT	1	1600	330	.206	560	.350*
WBR	1	1600	20	.013	60	.038

TOTAL CAPACITY UTILIZATION .494 .525

43. Superior&17th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.025	120	.075
NBT	0.5	3200	180	.303*	240	.288*
NBR	1.5		790		680	
SBL	1	1600	50	.031*	60	.038*
SBT	2	3200	300	.119	440	.166
SBR	0	0	80		90	
EBL	1	1600	10	.006	50	.031
EBT	2	3200	730	.247*	650	.228*
EBR	0	0	60		80	
WBL	1	1600	380	.238*	420	.263*
WBT	2	3200	460	.147	610	.206
WBR	0	0	10		50	

TOTAL CAPACITY UTILIZATION .819 .817

44. Newport&17th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	70	.044*
NBT	4	6400	2110	.367*	2100	.355
NBR	0	0	240		170	
SBL	2	3200	590	.184*	740	.231
SBT	3	4800	2210	.460	2790	.581*
SBR	1	1600	410	.256	400	.250
EBL	3	4800	840	.175*	790	.165*
EBT	2	3200	610	.194	600	.194
EBR	0	0	10		20	
WBL	2	3200	150	.047	310	.097
WBT	3	4800	420	.088*	610	.127*
WBR	1	1600	150	.094	210	.131
Right Turn Adjustment			WBR	.006*	WBR	.004*

TOTAL CAPACITY UTILIZATION .820 .921

45. Orange&17th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.075	210	.131
NBT	1	1600	230	.144*	290	.181*
NBR	1	1600	20	.013	30	.019
SBL	1	1600	100	.063*	210	.131*
SBT	1	1600	150	.094	230	.144
SBR	1	1600	220	.138	280	.175
EBL	1	1600	220	.138*	270	.169*
EBT	3	4800	850	.177	680	.142
EBR	1	1600	120	.075	180	.113
WBL	1	1600	30	.019	70	.044
WBT	3	4800	400	.083*	690	.144*
WBR	1	1600	130	.081	190	.119
Right Turn Adjustment			SBR	.006*		
TOTAL CAPACITY UTILIZATION				.434		.625

46. SantaAna&17th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	110	.069
NBT	1	1600	210	.131*	230	.144*
NBR	1	1600	60	.038	90	.056
SBL	1	1600	130	.081*	150	.094*
SBT	1	1600	140	.088	240	.150
SBR	1	1600	40	.025	90	.056
EBL	1	1600	40	.025	100	.063*
EBT	3	4800	870	.181*	700	.146
EBR	1	1600	20	.013	50	.031
WBL	1	1600	50	.031*	140	.088
WBT	3	4800	510	.106	920	.192*
WBR	1	1600	90	.056	180	.113
TOTAL CAPACITY UTILIZATION				.424		.493

47. Tustin&17th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.025	70	.044
NBT	1	1600	180	.113*	200	.125*
NBR	1	1600	90	.056	100	.063
SBL	1	1600	70	.044*	140	.088*
SBT	1	1600	110	.069	160	.100
SBR	1	1600	20	.013	20	.013
EBL	1	1600	20	.013	30	.019*
EBT	2	3200	800	.250*	820	.256
EBR	1	1600	50	.031	40	.025
WBL	1	1600	50	.031*	110	.069
WBT	2	3200	600	.188	1150	.359*
WBR	1	1600	40	.025	140	.088

TOTAL CAPACITY UTILIZATION .438 .591

48. Irvine&Westcliff

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	90	.028	280	.088*
NBT	2	3200	990	.322*	770	.247
NBR	0	0	40		20	
SBL	2	3200	220	.069*	70	.022
SBT	2	3200	710	.275	910	.431*
SBR	0	0	170		470	
EBL	2	3200	320	.100*	310	.097*
EBT	2	3200	460	.172	550	.216
EBR	0	0	90		140	
WBL	1	1600	30	.019	90	.056
WBT	2	3200	420	.147*	900	.300*
WBR	0	0	50		60	

TOTAL CAPACITY UTILIZATION .638 .916

49. Placentia&16th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	150	.094*	100	.063*
NBT	2	3200	600	.191	700	.222
NBR	0	0	10		10	
SBL	1	1600	40	.025	20	.013
SBT	2	3200	470	.172*	600	.206*
SBR	0	0	80		60	
EBL	1	1600	50	.031	100	.063*
EBT	1	1600	80	.100*	50	.100
EBR	0	0	80		110	
WBL	1	1600	10	.006*	20	.013
WBT	1	1600	50	.044	70	.069*
WBR	0	0	20		40	

TOTAL CAPACITY UTILIZATION .372 .401

50. Pomona&16th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	70	.044	80	.050
SBT	1	1600	80	.056*	90	.075*
SBR	0	0	10		30	
EBL	0.5		30	{.019}*	30	{.019}*
EBT	1.5	3200	180	.069	40	.028
EBR	0		10		20	
WBL	0	0	0		0	
WBT	1	1600	125	.163*	100	.138*
WBR	0	0	135		120	

TOTAL CAPACITY UTILIZATION .238 .232

add to #58

51. Newport&16th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.025	20	.013*
NBT	3	4800	2270	.485*	2240	.473
NBR	0	0	60		30	
SBL	1	1600	70	.044*	90	.056
SBT	3	4800	2250	.469	2990	.623*
SBR	1	1600	60	.038	50	.031
EBL	0	0	60	{.037}*	40	{.025}*
EBT	1	1600	60	.081	70	.088
EBR	0	0	10		30	
WBL	0	0	30		20	
WBT	1	1600	120	.131*	60	.088*
WBR	0	0	60		60	

TOTAL CAPACITY UTILIZATION .697 .749

52. Bluff&Victoria

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	370	.231*	630	.394*
NBT	0	0	0		0	
NBR	1	1600	20	.013	30	.019
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1420	.634*	910	.419
EBR	0	0	610		430	
WBL	1	1600	20	.013*	20	.013
WBT	2	3200	750	.234	1610	.503*
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .878 .897

53. Bluff&19th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.000	0	.000
NBT	0	0	0		0	
NBR	1	1600	0	.000	0	.000
SBL	1	1600	630	.394*	450	.281*
SBT	0	0	0		0	
SBR	1	1600	0	.000	0	.000
EBL	1	1600	0	.000	0	.000
EBT	2	3200	0	.000	0	.000
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	0	.122*	0	.203*
WBR	0	0	390		650	

TOTAL CAPACITY UTILIZATION .516 .484

54. Bluff&17th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.000	0	.000
NBT	0	0	0		0	
NBR	1	1600	260	.163	230	.144
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	0	.000	0	.000
EBT	1	1600	60	.038*	30	.019*
EBR	0	0	0		0	
WBL	1	1600	190	.119*	320	.200*
WBT	1	1600	60	.038	150	.094
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.163*	NBR	.144*

TOTAL CAPACITY UTILIZATION .320 .363

55. Bluff&16th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	30	.019*
NBT	2	3200	270	.113*	300	.106
NBR	0	0	90		40	
SBL	1	1600	20	.013*	20	.013
SBT	2	3200	250	.078	330	.103*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	10	.025*	10	.019*
EBR	0	0	30		20	
WBL	1	1600	20	.013*	80	.050*
WBT	1	1600	10	.013	10	.019
WBR	0	0	10		20	

TOTAL CAPACITY UTILIZATION .164 .191

56. Bluff&15th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	20	.013*	10	.006*
SBT	0	0	0		0	
SBR	1	1600	280	.175	380	.238
EBL	1	1600	300	.188*	340	.213*
EBT	1	1600	650	.406	450	.281
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	370	.244*	620	.400*
WBR	0	0	20		20	
Right Turn Adjustment			SBR	.162*	SBR	.232*

TOTAL CAPACITY UTILIZATION .607 .851

57. Bluff&Coast

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	270	.084*	230	.072*
SBT	0	0	0		0	
SBR	2	3200	380	.119	800	.250
EBL	2	3200	780	.244	600	.188*
EBT	3	4800	3510	.731*	2190	.456
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1440	.300	3730	.777*
WBR	f		200		250	

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .815 1.037

50 / 58. Superior&16th

BR With Proj Alt NoBridge 9BR04a5 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	50	.031*
NBT	2	3200	1010	.338*	840	.275
NBR	0	0	70		40	
SBL	1	1600	30	.019*	20	.013
SBT	2	3200	710	.256	970	.328*
SBR	0	0	110		80	
EBL	1	1600	30	.019	20	.013*
EBT	1	1600	220	.138*	100	.063
EBR	1	1600	0	.000	0	.000
WBL	0	0	50	{.031}*	50	
WBT	1	1600	140	.119	90	.088*
WBR	1	1600	10	.006	10	.006

TOTAL CAPACITY UTILIZATION .526 .460
+.056 +.075
.582 .535

Attachment A

GP - 9

General Plan Buildout - No Development - with 19th Street Bridge, No Bluff

Intersection Analysis With Previously Identified Improvements

(GP or OCMPAH Standard and not affecting existing development)

1. Monrovia&16th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	10	
NBT	1	1600	110	.088	270	.206*
NBR	0	0	20		50	
SBL	0	0	20		10	{.006}*
SBT	1	1600	200	.169*	100	.094
SBR	0	0	50		40	
EBL	0	0	30		50	
EBT	1	1600	110	.100*	80	.088*
EBR	0	0	20		10	
WBL	0	0	70	{.044}*	20	{.012}*
WBT	1	1600	30	.075	60	.063
WBR	0	0	20		20	

TOTAL CAPACITY UTILIZATION .319 .312

2. Placentia&15th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.063*	120	.075*
NBT	2	3200	390	.125	560	.181
NBR	0	0	10		20	
SBL	1	1600	50	.031	20	.013
SBT	2	3200	430	.138*	510	.175*
SBR	0	0	10		50	
EBL	0	0	50		20	
EBT	1	1600	100	.175*	190	.225*
EBR	0	0	130		150	
WBL	0	0	30		10	
WBT	1	1600	30	.038*	180	.119*
WBR	1	1600	80	.050	80	.050

Right Turn Adjustment WBR .012*
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .426 .594

3. Superior&15th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.063	60	.038*
NBT	2	3200	990	.309*	810	.253
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	440	.144	780	.306*
SBR	0	0	20		200	
EBL	1	1600	110	.069*	190	.119*
EBT	0	0	0		0	
EBR	1	1600	40	.025	20	.013
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .378 .463

4. Superior&Placentia

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.131	180	.113*
NBT	2	3200	1150	.375*	790	.256
NBR	0	0	50		30	
SBL	1	1600	10	.006*	30	.019
SBT	2	3200	440	.144	770	.244*
SBR	0	0	20		10	
EBL	1	1600	10	.006	10	.006*
EBT	1	1600	420	.263*	290	.181
EBR	1	1600	240	.150	380	.238
WBL	0.5		10	{.006}*	20	
WBT	1.5	3200	350	.122	490	.206*
WBR	0		30		150	
Right Turn Adjustment					EBR	.038*

TOTAL CAPACITY UTILIZATION .650 .607

5. Newport&Hospital

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	180	.056	240	.075*
NBT	3	4800	2260	.471*	1150	.240
NBR	1	1600	10	.006	110	.069
SBL	1	1600	40	.025*	10	.006
SBT	3	4800	1330	.277	2190	.456*
SBR	1	1600	250	.156	130	.081
EBL	2	3200	160	.050	170	.053
EBT	1	1600	160	.100*	160	.100*
EBR	1	1600	220	.138	50	.031
WBL	1	1600	50	.031*	250	.156*
WBT	2	3200	220	.075	220	.094
WBR	0	0	20		80	
Right Turn Adjustment			EBR	.038*		

TOTAL CAPACITY UTILIZATION .665 .787

6. Orange&Coast

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		40	{.025}*
NBT	1	1600	10	.044*	10	.031
NBR	1	1600	70	.044	50	.031
SBL	0	0	40	{.025}*	30	
SBT	1	1600	10	.031	10	.025*
SBR	1	1600	20	.013	20	.013
EBL	1	1600	40	.025	50	.031*
EBT	3	4800	3190	.667*	1920	.404
EBR	0	0	10		20	
WBL	1	1600	50	.031*	60	.038
WBT	3	4800	1090	.227	3470	.723*
WBR	1	1600	50	.031	80	.050

TOTAL CAPACITY UTILIZATION .767 .804

7. Prospect&Coast

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20	{.012}*	20	{.012}*
NBT	1	1600	10	.019	10	.019
NBR	1	1600	40	.025	40	.025
SBL	0	0	280		80	
SBT	1	1600	10	.187*	10	.075*
SBR	0	0	10		30	
EBL	1	1600	20	.013	20	.013*
EBT	3	4800	3270	.683*	1960	.413
EBR	0	0	10		20	
WBL	1	1600	30	.019*	30	.019
WBT	3	4800	1290	.279	3470	.752*
WBR	0	0	50		140	
Right Turn Adjustment			NBR	.001*		

TOTAL CAPACITY UTILIZATION .902 .852

8. Superior&Coast

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		180		300	
NBT	1.5	4800	510	.171*	240	.138*
NBR	0		130		120	
SBL	1.5		240		250	
SBT	1.5	4800	170	.085*	400	.135*
SBR	2	3200	270	.084	670	.209
EBL	2	3200	790	.247	270	.084*
EBT	3	4800	2570	.535*	1480	.308
EBR	1	1600	230	.144	340	.213
WBL	1	1600	100	.063*	230	.144
WBT	4	6400	920	.180	2700	.453*
WBR	0	0	230		200	

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .854 .810

9. NewportBl.(W)&CoastHw.

BR No Development w/bridge 9BR09a3 Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	390	.122*	580	.181*
SBT	0	0	0		0	
SBR	1	1600	550	.344	440	.275
EBL	0	0	0		0	
EBT	3	4800	2520	.525*	1920	.400
EBR	1	1600	130	.081	150	.094
WBL	0	0	0		0	
WBT	3	4800	1360	.283	2650	.552*
WBR	f		410		670	
Right Turn Adjustment			SBR	.222*	SBR	.094*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .869 .827

10. Riverside&Coast

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	20	
NBT	1	1600	0	.006	10	.025*
NBR	0	0	0		10	
SBL	0	0	90		110	{.069}*
SBT	1	1600	10	.063*	10	.075
SBR	1	1600	360	.225	400	.250
EBL	2	3200	210	.066	390	.122*
EBT	3	4800	2620	.548*	2140	.448
EBR	0	0	10		10	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1670	.356	2870	.608*
WBR	0	0	40		50	
Right Turn Adjustment			SBR	.096*	SBR	.046*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .719 .870

11. Tustin&Coast

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	0	.006	0	.006
NBR	0	0	10		10	
SBL	0	0	30		60	
SBT	1	1600	0	.044*	0	.131*
SBR	0	0	40		150	
EBL	1	1600	120	.075	160	.100*
EBT	3	4800	2600	.544*	2060	.431
EBR	0	0	10		10	
WBL	0	0	0		0	
WBT	3	4800	1680	.350	2840	.592*
WBR	1	1600	40	.025	110	.069

TOTAL CAPACITY UTILIZATION .588 .823

12. Dover&Coast

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	20	.013
NBT	1	1600	30	.019*	20	.013*
NBR	1	1600	30	.019	10	.006
SBL	3	4800	1060	.221*	1000	.208*
SBT	1	1600	10	.006	20	.013
SBR	1	1600	80	.050	100	.063
EBL	2	3200	190	.059	130	.041*
EBT	3	4800	2550	.533*	2070	.435
EBR	0	0	10		20	
WBL	1	1600	10	.006*	20	.013
WBT	3	4800	1730	.360	3040	.633*
WBR	f		740		1150	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .779 .895

13. Magnolia&Hamilton

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038*	120	.075
NBT	2	3200	230	.084	450	.159*
NBR	0	0	40		60	
SBL	1	1600	110	.069	110	.069*
SBT	2	3200	390	.122*	270	.084
SBR	1	1600	40	.025	40	.025
EBL	1	1600	100	.063	10	.006*
EBT	1	1600	660	.525*	490	.350
EBR	0	0	180		70	
WBL	1	1600	70	.044*	70	.044
WBT	1	1600	490	.306	810	.506*
WBR	1	1600	320	.200	290	.181

TOTAL CAPACITY UTILIZATION .729 .740

14. Bushard&Hamilton

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.056*	50	.031
NBT	2	3200	200	.066	360	.125*
NBR	0	0	10		40	
SBL	1	1600	170	.106	140	.088*
SBT	2	3200	430	.188*	180	.072
SBR	0	0	170		50	
EBL	1	1600	80	.050	30	.019*
EBT	2	3200	790	.259*	510	.175
EBR	0	0	40		50	
WBL	1	1600	60	.038*	20	.013
WBT	2	3200	630	.234	1030	.413*
WBR	0	0	120		290	

TOTAL CAPACITY UTILIZATION .541 .645

15. Brookhurst&Hamilton/Vic

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	110	.069
NBT	3	4800	260	.054*	490	.102*
NBR	1	1600	60	.038	20	.013
SBL	2	3200	650	.203*	540	.169*
SBT	3	4800	460	.129	330	.098
SBR	0	0	160		140	
EBL	1	1600	130	.081	210	.131*
EBT	2	3200	940	.309*	550	.194
EBR	0	0	50		70	
WBL	1	1600	30	.019*	80	.050
WBT	2	3200	570	.178	1110	.347*
WBR	1	1600	380	.238	690	.431
Right Turn Adjustment					WBR	.084*
TOTAL CAPACITY UTILIZATION				.585		.833

16. Magnolia&Banning

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	200	.125*	520	.281*
NBR	0	0	530	.331	380	
SBL	1	1600	240	.150*	130	.081*
SBT	2	3200	430	.134	390	.122
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	300	.094*	400	.125*
WBT	0	0	0		0	
WBR	1	1600	180	.113	180	.113
Right Turn Adjustment			Multi	.225*		
TOTAL CAPACITY UTILIZATION				.594		.487

17. Bushard&Banning

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	10	.006
NBT	2	3200	80	.041*	240	.113*
NBR	0	0	50		120	
SBL	1	1600	160	.100*	80	.050*
SBT	2	3200	280	.106	120	.044
SBR	0	0	60		20	
EBL	1	1600	20	.013	10	.006*
EBT	1	1600	760	.481*	430	.275
EBR	0	0	10		10	
WBL	1	1600	70	.044*	70	.044
WBT	1	1600	440	.338	700	.556*
WBR	0	0	100		190	

TOTAL CAPACITY UTILIZATION .666 .725

18. Brookhurst&19th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	20	.013
NBT	3	4800	440	.104	680	.156*
NBR	0	0	60		70	
SBL	1	1600	10	.006	10	.006*
SBT	3	4800	470	.115*	430	.100
SBR	0	0	80		50	
EBL	1	1600	60	.038	40	.025*
EBT	2	3200	1010	.322*	620	.197
EBR	0	0	20		10	
WBL	1	1600	30	.019*	100	.063
WBT	2	3200	490	.153	1000	.316*
WBR	0	0	0		10	

TOTAL CAPACITY UTILIZATION .462 .503

19. Magnolia&PCH

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	10	.006
NBT	1	1600	20	.019*	20	.025*
NBR	0	0	10		20	
SBL	1.5		320		150	
SBT	0.5	3200	40	.113*	30	.056*
SBR	1	1600	370	.231	610	.381
EBL	1	1600	630	.394*	480	.300*
EBT	3	4800	2520	.525	1660	.346
EBR	1	1600	10	.006	10	.006
WBL	1	1600	20	.013	30	.019
WBT	3	4800	940	.196*	2510	.523*
WBR	1	1600	80	.050	400	.250
Right Turn Adjustment			SBR	.118*	SBR	.325*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .840 1.229

20. Brookhurst&Bushard

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	110	.069*	340	.213*
NBT	3	4800	520	.110	840	.175
NBR	0	0	10		0	
SBL	1	1600	10	.006	0	.000
SBT	3	4800	520	.108*	550	.115*
SBR	1	1600	10	.006	10	.006
EBL	1	1600	10	.006*	10	.006*
EBT	0	0	0		0	
EBR	1	1600	360	.225	150	.094
WBL	0	0	0		0	
WBT	1	1600	10	.013*	0	.000*
WBR	0	0	10		0	
Right Turn Adjustment			EBR	.206*	EBR	.088*

TOTAL CAPACITY UTILIZATION .402 .422

21. Brookhurst&PCH

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	20	.013
NBT	1	1600	30	.025*	30	.038*
NBR	0	0	10		30	
SBL	2	3200	640	.200*	420	.131*
SBT	1	1600	10	.006	50	.031
SBR	1	1600	230	.144	230	.144
EBL	1	1600	250	.156	250	.156*
EBT	3	4800	2590	.540*	1540	.321
EBR	1	1600	10	.006	40	.025
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	800	.167	2690	.560*
WBR	1	1600	360	.225	900	.563
Right Turn Adjustment					SBR	.013*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .771 .898

22. Placentia&Victoria

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	120	.038*	230	.072
NBT	2	3200	440	.138	740	.231*
NBR	1	1600	170	.106	170	.106
SBL	1	1600	100	.063	80	.050*
SBT	2	3200	550	.172*	500	.156
SBR	1	1600	50	.031	150	.094
EBL	1	1600	90	.056	80	.050*
EBT	2	3200	1330	.416*	670	.209
EBR	2	3200	230	.072	120	.038
WBL	1	1600	180	.113*	170	.106
WBT	2	3200	650	.203	1570	.491*
WBR	1	1600	60	.038	70	.044

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .739 .822

23. Pomona&Victoria

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	30	.019*
NBT	1	1600	250	.181*	220	.175
NBR	0	0	40		60	
SBL	1	1600	10	.006*	10	.006
SBT	1	1600	130	.094	320	.263*
SBR	0	0	20		100	
EBL	1	1600	130	.081	40	.025*
EBT	2	3200	1500	.469*	920	.288
EBR	1	1600	50	.031	30	.019
WBL	1	1600	60	.038*	10	.006
WBT	2	3200	830	.259	1630	.509*
WBR	1	1600	10	.006	20	.013

TOTAL CAPACITY UTILIZATION .694 .816

24. Harbor&Victoria

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019*	120	.075
NBT	3	4800	570	.119	1050	.219*
NBR	1	1600	60	.038	110	.069
SBL	1	1600	130	.081	150	.094*
SBT	3	4800	890	.185*	1030	.215
SBR	1	1600	160	.100	180	.113
EBL	2	3200	170	.053	260	.081*
EBT	2	3200	1310	.409*	710	.222
EBR	1	1600	90	.056	60	.038
WBL	2	3200	140	.044*	120	.038
WBT	2	3200	760	.238	1270	.397*
WBR	1	1600	110	.069	170	.106

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .657 .791

25. NewportSB&22nd

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		350		640	
SBT	2.5	6400	560	.142*	790	.223*
SBR	f		920		1340	
EBL	0	0	0		0	
EBT	4	6400	1750	.280*	910	.148*
EBR	0	0	40		40	
WBL	1	1600	90	.056*	100	.063*
WBT	1	1600	340	.213	270	.169
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .478 .434

26. NewportNB&22nd

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		100		130	
NBT	3.5	6400	1010	.180*	730	.150*
NBR	0		40		100	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	1710	.534*	880	.275*
EBT	2	3200	390	.122	670	.209
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	4800	330	.148*	240	.100*
WBR	1.5		380		240	

TOTAL CAPACITY UTILIZATION .862 .525

27. Whittier&19th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		250	
NBT	1	1600	10	.150*	10	.356*
NBR	0	0	210		310	
SBL	0	0	10	{.006}*	10	{.006}*
SBT	1	1600	10	.019	10	.019
SBR	0	0	10		10	
EBL	1	1600	10	.006	10	.006
EBT	~~1~~ 2	1600	910	.788*	570	.500*
EBR	0	0	350		230	
WBL	1	1600	140	.088*	180	.113*
WBT	~~1~~ 2	1600	520	.331	860	.544
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION ~~1.032~~ .638 ~~.975~~ .725

28. Monrovia&19th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	120	{.075}*
NBT	1	1600	10	.013	20	.088
NBR	1	1600	150	.094	290	.181
SBL	0	0	60		30	
SBT	1	1600	20	.069*	10	.044*
SBR	0	0	30		30	
EBL	1	1600	10	.006	40	.025
EBT	~~1~~ 2	1600	820	.650*	600	.475*
EBR	0	0	220		160	
WBL	1	1600	160	.100*	120	.075*
WBT	~~1~~ 2	1600	570	.362	790	.525
WBR	0	0	10		50	
Right Turn Adjustment			NBR	.056*	NBR	.081*

TOTAL CAPACITY UTILIZATION ~~.881~~ .556 ~~.750~~ .513

29. Placentia&19th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.088*	140	.088
NBT	2	3200	510	.159	810	.253*
NBR	1	1600	80	.050	150	.094
SBL	1	1600	80	.050	70	.044*
SBT	2	3200	610	.191*	430	.134
SBR	1	1600	240	.150	150	.094
EBL	2	3200	250	.078	230	.072*
EBT	2	3200	830	.259*	430	.134
EBR	1	1600	150	.094	150	.094
WBL	2	3200	210	.066*	120	.038
WBT	2	3200	250	.078	680	.213*
WBR	1	1600	60	.038	120	.075

TOTAL CAPACITY UTILIZATION .604 .582

30. Pomona&19th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	50	.031
NBT	1	1600	40	.088*	270	.313*
NBR	0	0	100		230	
SBL	1	1600	180	.113*	70	.044*
SBT	1	1600	100	.088	130	.119
SBR	0	0	40		60	
EBL	1	1600	20	.013	20	.013
EBT	2	3200	900	.291*	790	.266*
EBR	0	0	30		60	
WBL	1	1600	120	.075*	170	.106*
WBT	2	3200	540	.178	940	.325
WBR	0	0	30		100	

TOTAL CAPACITY UTILIZATION .567 .729

31. Anaheim&19th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	60	.038
NBT	1	1600	30	.088*	60	.144*
NBR	0	0	110		170	
SBL	1	1600	90	.056*	70	.044*
SBT	1	1600	40	.044	50	.056
SBR	0	0	30		40	
EBL	1	1600	30	.019	50	.031
EBT	2	3200	1160	.369*	1100	.356*
EBR	0	0	20		40	
WBL	1	1600	110	.069*	190	.119*
WBT	2	3200	760	.238	1120	.350
WBR	1	1600	40	.025	130	.081

TOTAL CAPACITY UTILIZATION .582 .663

32. Park&19th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	50	.016*	120	.038*
NBT	0	0	0		0	
NBR	1	1600	110	.069	150	.094
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	10	.006	20	.013
EBT	2	3200	1270	.397*	1210	.378*
EBR	1	1600	60	.038	70	.044
WBL	1	1600	100	.063*	190	.119*
WBT	3	4800	840	.175	1290	.269
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.053*	NBR	.056*

TOTAL CAPACITY UTILIZATION .529 .591

33. Harbor&19th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	80	.050
NBT	3	4800	290	.065*	460	.102*
NBR	0	0	20		30	
SBL	1	1600	190	.119*	260	.163*
SBT	3	4800	470	.123	660	.175
SBR	0	0	120		180	
EBL	2	3200	100	.031	370	.116*
EBT	3	4800	1340	.288*	960	.217
EBR	0	0	40		80	
WBL	1	1600	40	.025*	200	.125
WBT	3	4800	800	.167	1180	.246*
WBR	1	1600	220	.138	280	.175

TOTAL CAPACITY UTILIZATION .497 .627

34. Newport&19th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	30	.019
NBT	4	6400	3240	.508*	3130	.494*
NBR	0	0	10		30	
SBL	1	1600	290	.181*	320	.200*
SBT	3.5	8000	3020	.472	3810	.638
SBR	1.5		650	.406	1290	
EBL	2.5		1350	.281*	990	.206*
EBT	1.5	6400	210	.131	190	.119
EBR	1	1600	10	.006	10	.006
WBL	1	1600	20	.013	40	.025
WBT	2.5	6400	220	.069*	500	.108*
WBR	1.5		310	.097	190	

Right Turn Adjustment WBR .028*
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION 1.067 1.008

35. Newport&Broadway

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	10	.006*
NBT	4	6400	3180	.502	3100	.500
NBR	0	0	30		100	
SBL	1	1600	50	.031	110	.069
SBT	3	4800	2990	.623*	3680	.767*
SBR	1	1600	10	.006	70	.044
EBL	0	0	10		30	
EBT	1	1600	10	.013*	20	.031*
EBR	1	1600	10	.006	20	.013
WBL	1	1600	80	.050*	80	.050*
WBT	1	1600	10	.050	20	.050
WBR	0	0	70		60	

TOTAL CAPACITY UTILIZATION .692 .854

36. Newport&Harbor

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	280	.088*	700	.219*
NBT	4	6400	3150	.492	3040	.475
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	2990	.642*	3680	.787*
SBR	0	0	90		100	
EBL	1	1600	70	.044*	170	.106*
EBT	0	0	0		0	
EBR	2	3200	490	.153	550	.172
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Right Turn Adjustment EBR .021*
Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .795 1.112

37. Newport&18th/Rochester

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044*	120	.075*
NBT	4	6400	3060	.480	2980	.467
NBR	0	0	10		10	
SBL	1	1600	90	.056	140	.088
SBT	3	4800	2990	.623*	3880	.808*
SBR	1	1600	230	.144	210	.131
EBL	2	3200	270	.084*	330	.103*
EBT	1	1600	90	.056	80	.050
EBR	1	1600	30	.019	50	.031
WBL	1	1600	10	.006	20	.013
WBT	1	1600	80	.075*	140	.100*
WBR	0	0	40		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .826 1.086

38. Placentia&18th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	10	.006
NBT	2	3200	580	.184	1030	.338*
NBR	0	0	10		50	
SBL	1	1600	20	.013	30	.019*
SBT	2	3200	810	.297*	620	.219
SBR	0	0	140		80	
EBL	1	1600	80	.050*	90	.056*
EBT	1	1600	210	.144	200	.131
EBR	0	0	20		10	
WBL	1	1600	40	.025	10	.006
WBT	1	1600	200	.163*	110	.125*
WBR	0	0	60		90	

TOTAL CAPACITY UTILIZATION .516 .538

39. Whittier&17th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	10	{.006}*
NBT	1	1600	20	.025	40	.038
NBR	0	0	10		10	
SBL	0	0	70		30	
SBT	1	1600	20	.088*	30	.069*
SBR	0	0	50		50	
EBL	0	0	20	{.012}*	30	{.019}*
EBT	1	1600	60	.056	110	.094
EBR	0	0	10		10	
WBL	0	0	10		10	
WBT	1	1600	90	.075*	80	.131*
WBR	0	0	20		120	

TOTAL CAPACITY UTILIZATION .181 .225

40. Monrovia&17th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	30	{.019}*	70	
NBT	1	1600	100	.094	200	.194*
NBR	0	0	20		40	
SBL	0	0	90		80	{.050}*
SBT	1	1600	130	.144*	90	.113
SBR	0	0	10		10	
EBL	0	0	10	{.006}*	10	{.006}*
EBT	1	1600	70	.088	90	.081
EBR	0	0	60		30	
WBL	0	0	50		20	
WBT	1	1600	70	.138*	110	.163*
WBR	0	0	100		130	

TOTAL CAPACITY UTILIZATION .307 .413

41. Placentia&17th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	40	.025
NBT	2	3200	380	.134*	520	.206*
NBR	0	0	50		140	
SBL	1	1600	250	.156*	180	.113*
SBT	2	3200	420	.144	370	.134
SBR	0	0	40		60	
EBL	1	1600	20	.013*	30	.019
EBT	2	3200	150	.056	300	.113*
EBR	0	0	30		60	
WBL	1	1600	60	.038	80	.050*
WBT	2	3200	210	.094*	220	.138
WBR	0	0	90		360	.225
Right Turn Adjustment					WBR	.081*
TOTAL CAPACITY UTILIZATION				.397		.563

42. Pomona&17th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50	{.031}*	50	{.031}*
NBT	1	1600	50	.069	110	.106
NBR	0	0	10		10	
SBL	0	0	30		20	
SBT	1	1600	130	.137*	60	.088*
SBR	0	0	60		60	
EBL	1	1600	50	.031	110	.069*
EBT	1	1600	370	.263*	440	.288
EBR	0	0	50		20	
WBL	1	1600	20	.013*	10	.006
WBT	1	1600	320	.200	520	.325*
WBR	1	1600	20	.013	70	.044
TOTAL CAPACITY UTILIZATION				.444		.513

43. Superior&17th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.031	120	.075
NBT	0.5	3200	150	.291*	240	.281*
NBR	1.5		780		660	
SBL	1	1600	60	.038*	80	.050*
SBT	2	3200	290	.116	400	.159
SBR	0	0	80		110	
EBL	1	1600	20	.013	50	.031
EBT	2	3200	600	.203*	610	.216*
EBR	0	0	50		80	
WBL	1	1600	360	.225*	420	.263*
WBT	2	3200	440	.141	560	.194
WBR	0	0	10		60	

TOTAL CAPACITY UTILIZATION .757 .810

44. Newport&17th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	70	.044*
NBT	4	6400	2160	.373*	2160	.364
NBR	0	0	230		170	
SBL	2	3200	580	.181*	730	.228
SBT	3	4800	2260	.471	2810	.585*
SBR	1	1600	380	.238	370	.231
EBL	3	4800	750	.156*	760	.158
EBT	2	3200	590	.188	610	.197*
EBR	0	0	10		20	
WBL	2	3200	150	.047	300	.094*
WBT	3	4800	400	.083*	600	.125
WBR	1	1600	150	.094	210	.131
Right Turn Adjustment			WBR	.011*		

TOTAL CAPACITY UTILIZATION .804 .920

45. Orange&17th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.081	210	.131
NBT	1	1600	230	.144*	290	.181*
NBR	1	1600	20	.013	30	.019
SBL	1	1600	100	.063*	210	.131*
SBT	1	1600	150	.094	230	.144
SBR	1	1600	210	.131	280	.175
EBL	1	1600	180	.113	260	.163*
EBT	3	4800	870	.181*	680	.142
EBR	1	1600	120	.075	190	.119
WBL	1	1600	30	.019*	70	.044
WBT	3	4800	400	.083	670	.140*
WBR	1	1600	120	.075	190	.119
Right Turn Adjustment			SBR	.005*		
TOTAL CAPACITY UTILIZATION				.412		.615

46. SantaAna&17th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	110	.069
NBT	1	1600	210	.131*	240	.150*
NBR	1	1600	60	.038	80	.050
SBL	1	1600	130	.081*	170	.106*
SBT	1	1600	140	.088	230	.144
SBR	1	1600	30	.019	80	.050
EBL	1	1600	40	.025	100	.063*
EBT	3	4800	890	.185*	700	.146
EBR	1	1600	20	.013	50	.031
WBL	1	1600	50	.031*	140	.088
WBT	3	4800	520	.108	920	.192*
WBR	1	1600	90	.056	160	.100
TOTAL CAPACITY UTILIZATION				.428		.511

47. Tustin&17th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.025	70	.044
NBT	1	1600	180	.113*	200	.125*
NBR	1	1600	100	.063	100	.063
SBL	1	1600	70	.044*	120	.075*
SBT	1	1600	110	.069	160	.100
SBR	1	1600	20	.013	20	.013
EBL	1	1600	10	.006	30	.019*
EBT	2	3200	810	.253*	840	.263
EBR	1	1600	50	.031	40	.025
WBL	1	1600	60	.038*	120	.075
WBT	2	3200	610	.191	1140	.356*
WBR	1	1600	40	.025	140	.088

TOTAL CAPACITY UTILIZATION .448 .575

48. Irvine&Westcliff

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	100	.031	290	.091*
NBT	2	3200	1000	.325*	770	.247
NBR	0	0	40		20	
SBL	2	3200	220	.069*	70	.022
SBT	2	3200	720	.275	910	.425*
SBR	0	0	160		450	
EBL	2	3200	330	.103*	290	.091*
EBT	2	3200	460	.172	540	.222
EBR	0	0	90		170	
WBL	1	1600	30	.019	90	.056
WBT	2	3200	450	.156*	910	.306*
WBR	0	0	50		70	

TOTAL CAPACITY UTILIZATION .653 .913

49. Placentia&16th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.050*	40	.025
NBT	2	3200	430	.141	620	.197*
NBR	0	0	20		10	
SBL	1	1600	50	.031	30	.019*
SBT	2	3200	430	.153*	480	.159
SBR	0	0	60		30	
EBL	1	1600	20	.013*	80	.050*
EBT	1	1600	50	.050	30	.038
EBR	0	0	30		30	
WBL	1	1600	10	.006	20	.013
WBT	1	1600	50	.044*	50	.056*
WBR	0	0	20		40	

TOTAL CAPACITY UTILIZATION .260 .322

50. Pomona&16th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	70	.044	70	.044
SBT	1	1600	70	.056*	80	.069*
SBR	0	0	20		30	
EBL	0.5		20	{.012}*	30	{.019}*
EBT	1.5	3200	170	.063	30	.028
EBR	0		10		30	
WBL	0	0	0		0	
WBT	1	1600	115	.169*	100	.150*
WBR	0	0	155		140	

TOTAL CAPACITY UTILIZATION .237 .238

add to #58

51. Newport&16th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	20	.013*
NBT	3	4800	2330	.496*	2280	.483
NBR	0	0	50		40	
SBL	1	1600	60	.038*	90	.056
SBT	3	4800	2310	.481	3000	.625*
SBR	1	1600	60	.038	50	.031
EBL	0	0	30	{.019}*	40	{.025}*
EBT	1	1600	60	.063	60	.081
EBR	0	0	10		30	
WBL	0	0	30		20	
WBT	1	1600	120	.125*	60	.088*
WBR	0	0	50		60	

TOTAL CAPACITY UTILIZATION .678 .751

52. Bluff&Victoria

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.125*	280	.175*
NBT	0	0	0		0	
NBR	1	1600	60	.038	10	.006
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1370	.516*	870	.347
EBR	0	0	280		240	
WBL	1	1600	10	.006*	50	.031
WBT	2	3200	780	.244	1600	.500*
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .647 .675

53. Bluff&19th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.000	0	.000
NBT	0	0	0		0	
NBR	1	1600	0	.000	0	.000
SBL	1	1600	280	.175*	250	.156*
SBT	0	0	0		0	
SBR	1	1600	10	.006	40	.025
EBL	1	1600	50	.031	10	.006*
EBT	2	3200	1030	.322*	690	.216
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	510	.225	1070	.422*
WBR	0	0	210		280	

TOTAL CAPACITY UTILIZATION .497 .584

57. Bluff&Coast

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	0	.000	10	.003*
SBT	0	0	0		0	
SBR	2	3200	0	.000	0	.000
EBL	2	3200	0	.000	0	.000
EBT	3	4800	3590	.748*	2080	.433
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1370	.285	3640	.758*
WBR	f		0		30	

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .748 .761

50 | 58. Superior&16th

BR No Development w/bridge 9BR09a4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	50	.031*
NBT	2	3200	940	.316*	810	.263
NBR	0	0	70		30	
SBL	1	1600	40	.025*	20	.013
SBT	2	3200	640	.234	880	.300*
SBR	0	0	110		80	
EBL	1	1600	30	.019	20	.013*
EBT	1	1600	210	.131*	80	.050
EBR	1	1600	0	.000	0	.000
WBL	0	0	40	{.025}*	50	
WBT	1	1600	140	.113	110	.100*
WBR	1	1600	10	.006	10	.006

TOTAL CAPACITY UTILIZATION .497 .444

+.056 +.069

.553 .513

Attachment A

GP - 11

General Plan Buildout - Open Space w/Bluff Road - with 19th Street Bridge

Intersection Analysis With Previously Identified Improvements

(GP or OCMPAH Standard and not affecting existing development)

1. Monrovia&16th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	10	
NBT	1	1600	70	.088	210	.194*
NBR	0	0	60		90	
SBL	0	0	20		10	{.006}*
SBT	1	1600	170	.144*	60	.063
SBR	0	0	40		30	
EBL	0	0	20		40	
EBT	1	1600	110	.094*	80	.088*
EBR	0	0	20		20	
WBL	0	0	100	{.062}*	50	{.031}*
WBT	1	1600	30	.094	70	.088
WBR	0	0	20		20	

TOTAL CAPACITY UTILIZATION .306 .319

2. Placentia&15th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.025*	90	.056*
NBT	2	3200	290	.097	460	.150
NBR	0	0	20		20	
SBL	1	1600	50	.031	30	.019
SBT	2	3200	380	.122*	370	.141*
SBR	0	0	10		80	
EBL	0	0	70		50	
EBT	1	1600	260	.269*	170	.200*
EBR	0	0	100		100	
WBL	0	0	10		10	
WBT	1	1600	110	.075*	260	.169*
WBR	1	1600	120	.075	120	.075

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .491 .566

3. Superior&15th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	30	.019*
NBT	2	3200	1000	.313*	880	.275
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	410	.184	790	.359*
SBR	0	0	180		360	
EBL	1	1600	310	.194*	200	.125*
EBT	0	0	0		0	
EBR	1	1600	20	.013	20	.013
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .507 .503

4. Superior&Placentia

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.063	110	.069*
NBT	2	3200	1020	.331*	810	.256
NBR	0	0	40		10	
SBL	1	1600	20	.013*	30	.019
SBT	2	3200	390	.128	770	.244*
SBR	0	0	20		10	
EBL	1	1600	10	.006	10	.006*
EBT	1	1600	400	.250*	230	.144
EBR	1	1600	150	.094	260	.163
WBL	0.5		10	{.006}*	20	
WBT	1.5	3200	320	.113	450	.175*
WBR	0		30		90	

TOTAL CAPACITY UTILIZATION .600 .494

5. Newport&Hospital

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	140	.044	230	.072*
NBT	3	4800	2230	.465*	1100	.229
NBR	1	1600	10	.006	110	.069
SBL	1	1600	40	.025*	10	.006
SBT	3	4800	1330	.277	2160	.450*
SBR	1	1600	240	.150	120	.075
EBL	2	3200	150	.047*	190	.059
EBT	1	1600	150	.094	130	.081*
EBR	1	1600	180	.113	40	.025
WBL	1	1600	50	.031	240	.150*
WBT	2	3200	230	.078*	230	.100
WBR	0	0	20		90	
Right Turn Adjustment			EBR	.019*		
TOTAL CAPACITY UTILIZATION				.634		.753

6. Orange&Coast

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		40	{.025}*
NBT	1	1600	10	.038*	10	.031
NBR	1	1600	70	.044	50	.031
SBL	0	0	40	{.025}*	40	
SBT	1	1600	10	.031	10	.031*
SBR	1	1600	20	.013	20	.013
EBL	1	1600	30	.019	50	.031*
EBT	3	4800	3190	.667*	1990	.419
EBR	0	0	10		20	
WBL	1	1600	50	.031*	60	.038
WBT	3	4800	1080	.225	3450	.719*
WBR	1	1600	60	.038	90	.056
Right Turn Adjustment			NBR	.006*		
TOTAL CAPACITY UTILIZATION				.767		.806

7. Prospect&Coast

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20	{.012}*	10	{.006}*
NBT	1	1600	10	.019	10	.013
NBR	1	1600	40	.025	30	.019
SBL	0	0	280		100	
SBT	1	1600	10	.187*	10	.081*
SBR	0	0	10		20	
EBL	1	1600	20	.013	20	.013*
EBT	3	4800	3270	.683*	2040	.429
EBR	0	0	10		20	
WBL	1	1600	30	.019*	30	.019
WBT	3	4800	1350	.294	3460	.729*
WBR	0	0	60		40	
Right Turn Adjustment			NBR	.001*		
TOTAL CAPACITY UTILIZATION				.902		.829

8. Superior&Coast

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		170		340	
NBT	1.5	4800	500	.173*	170	.142*
NBR	0		160		170	
SBL	1.5		150		300	
SBT	1.5	4800	110	.054*	380	.142*
SBR	2	3200	380	.119	360	.113
EBL	2	3200	390	.122	150	.047
EBT	3	4800	2780	.579*	1590	.331*
EBR	1	1600	210	.131	310	.194
WBL	1	1600	140	.088*	300	.188*
WBT	4	6400	900	.180	2720	.461
WBR	0	0	250		230	
TOTAL CAPACITY UTILIZATION				.894		.803

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for SBR

9. NewportBl.(W)&CoastHw.

BR OpenSpace w/Bluff w/bridge 9BR11c3 Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	370	.116*	560	.175*
SBT	0	0	0		0	
SBR	1	1600	550	.344	440	.275
EBL	0	0	0		0	
EBT	3	4800	2570	.535*	1930	.402
EBR	1	1600	130	.081	160	.100
WBL	0	0	0		0	
WBT	3	4800	1400	.292	2680	.558*
WBR	f		410		670	
Right Turn Adjustment			SBR	.228*	SBR	.100*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .879 .833

10. Riverside&Coast

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	20	
NBT	1	1600	0	.006	10	.025*
NBR	0	0	0		10	
SBL	0	0	90		110	{.069}*
SBT	1	1600	10	.063*	10	.075
SBR	1	1600	360	.225	400	.250
EBL	2	3200	210	.066	370	.116*
EBT	3	4800	2660	.556*	2190	.458
EBR	0	0	10		10	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1690	.360	2920	.619*
WBR	0	0	40		50	
Right Turn Adjustment			SBR	.096*	SBR	.052*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .727 .881

11. Tustin&Coast

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	0	.006	0	.006
NBR	0	0	10		10	
SBL	0	0	30		50	
SBT	1	1600	0	.044*	0	.125*
SBR	0	0	40		150	
EBL	1	1600	120	.075	160	.100*
EBT	3	4800	2650	.554*	2100	.440
EBR	0	0	10		10	
WBL	0	0	0		0	
WBT	3	4800	1710	.356	2880	.600*
WBR	1	1600	40	.025	110	.069

TOTAL CAPACITY UTILIZATION .598 .825

12. Dover&Coast

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	20	.013
NBT	1	1600	30	.019*	20	.013*
NBR	1	1600	30	.019	10	.006
SBL	3	4800	1030	.215*	960	.200*
SBT	1	1600	10	.006	20	.013
SBR	1	1600	80	.050	100	.063
EBL	2	3200	190	.059	130	.041*
EBT	3	4800	2600	.544*	2100	.442
EBR	0	0	10		20	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1760	.367	3090	.644*
WBR	f		720		1110	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .784 .898

13. Magnolia&Hamilton

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038*	120	.075
NBT	2	3200	230	.084	460	.163*
NBR	0	0	40		60	
SBL	1	1600	120	.075	110	.069*
SBT	2	3200	400	.125*	280	.088
SBR	1	1600	40	.025	40	.025
EBL	1	1600	100	.063	10	.006*
EBT	1	1600	660	.525*	490	.350
EBR	0	0	180		70	
WBL	1	1600	70	.044*	70	.044
WBT	1	1600	480	.300	810	.506*
WBR	1	1600	320	.200	290	.181

TOTAL CAPACITY UTILIZATION .732 .744

14. Bushard&Hamilton

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.050*	50	.031
NBT	2	3200	200	.066	370	.125*
NBR	0	0	10		30	
SBL	1	1600	170	.106	140	.088*
SBT	2	3200	440	.191*	180	.072
SBR	0	0	170		50	
EBL	1	1600	80	.050	40	.025*
EBT	2	3200	790	.259*	510	.175
EBR	0	0	40		50	
WBL	1	1600	50	.031*	20	.013
WBT	2	3200	630	.234	1020	.409*
WBR	0	0	120		290	

TOTAL CAPACITY UTILIZATION .531 .647

15. Brookhurst&Hamilton/Vic

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	110	.069
NBT	3	4800	260	.054*	470	.098*
NBR	1	1600	50	.031	20	.013
SBL	2	3200	720	.225*	580	.181*
SBT	3	4800	440	.125	320	.096
SBR	0	0	160		140	
EBL	1	1600	110	.069	220	.138*
EBT	2	3200	920	.303*	530	.188
EBR	0	0	50		70	
WBL	1	1600	20	.013*	40	.025
WBT	2	3200	570	.178	1110	.347*
WBR	1	1600	410	.256	760	.475
Right Turn Adjustment			WBR	.009*	WBR	.128*
TOTAL CAPACITY UTILIZATION				.604		.892

16. Magnolia&Banning

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	210	.131*	530	.284*
NBR	0	0	560	.350	380	
SBL	1	1600	250	.156*	130	.081*
SBT	2	3200	420	.131	380	.119
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	290	.091*	430	.134*
WBT	0	0	0		0	
WBR	1	1600	180	.113	200	.125
Right Turn Adjustment			Multi	.241*		
TOTAL CAPACITY UTILIZATION				.619		.499

17. Bushard&Banning

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	20	.013
NBT	2	3200	70	.038*	230	.109*
NBR	0	0	50		120	
SBL	1	1600	190	.119*	100	.063*
SBT	2	3200	270	.103	110	.041
SBR	0	0	60		20	
EBL	1	1600	20	.013	10	.006*
EBT	1	1600	800	.506*	440	.281
EBR	0	0	10		10	
WBL	1	1600	70	.044*	80	.050
WBT	1	1600	430	.338	750	.594*
WBR	0	0	110		200	

TOTAL CAPACITY UTILIZATION .707 .772

18. Brookhurst&19th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	20	.013
NBT	3	4800	420	.094	650	.148*
NBR	0	0	30		60	
SBL	1	1600	10	.006	10	.006*
SBT	3	4800	440	.108*	410	.096
SBR	0	0	80		50	
EBL	1	1600	60	.038	40	.025*
EBT	2	3200	1120	.356*	660	.209
EBR	0	0	20		10	
WBL	1	1600	20	.013*	80	.050
WBT	2	3200	520	.163	1130	.356*
WBR	0	0	0		10	

TOTAL CAPACITY UTILIZATION .483 .535

19. Magnolia&PCH

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	10	.006
NBT	1	1600	20	.019*	20	.025*
NBR	0	0	10		20	
SBL	1.5		350		160	
SBT	0.5	3200	40	.122*	30	.059*
SBR	1	1600	320	.200	620	.388
EBL	1	1600	660	.413*	420	.263*
EBT	3	4800	2500	.521	1770	.369
EBR	1	1600	10	.006	10	.006
WBL	1	1600	20	.013	30	.019
WBT	3	4800	930	.194*	2390	.498*
WBR	1	1600	90	.056	470	.294
Right Turn Adjustment			SBR	.078*	SBR	.329*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .826 1.174

20. Brookhurst&Bushard

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	110	.069*	310	.194*
NBT	3	4800	440	.094	790	.165
NBR	0	0	10		0	
SBL	1	1600	10	.006	0	.000
SBT	3	4800	450	.094*	490	.102*
SBR	1	1600	10	.006	10	.006
EBL	1	1600	10	.006*	10	.006*
EBT	0	0	0		0	
EBR	1	1600	340	.213	140	.088
WBL	0	0	0		0	
WBT	1	1600	10	.013*	0	.000*
WBR	0	0	10		0	
Right Turn Adjustment			EBR	.194*	EBR	.082*

TOTAL CAPACITY UTILIZATION .376 .384

21. Brookhurst&PCH

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	20	.013
NBT	1	1600	30	.025*	30	.044*
NBR	0	0	10		40	
SBL	2	3200	580	.181*	360	.113*
SBT	1	1600	10	.006	50	.031
SBR	1	1600	200	.125	220	.138
EBL	1	1600	210	.131	250	.156*
EBT	3	4800	2640	.550*	1660	.346
EBR	1	1600	10	.006	40	.025
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	830	.173	2650	.552*
WBR	1	1600	320	.200	820	.513
Right Turn Adjustment					SBR	.025*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .762 .890

22. Placentia&Victoria

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	110	.034	200	.063
NBT	2	3200	410	.128*	690	.216*
NBR	1	1600	170	.106	170	.106
SBL	1	1600	110	.069*	90	.056*
SBT	2	3200	510	.159	470	.147
SBR	1	1600	50	.031	150	.094
EBL	1	1600	110	.069	90	.056*
EBT	2	3200	1300	.406*	660	.206
EBR	2	3200	200	.063	100	.031
WBL	1	1600	180	.113*	170	.106
WBT	2	3200	640	.200	1530	.478*
WBR	1	1600	60	.038	80	.050

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .716 .806

23. Pomona&Victoria

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	30	.019*
NBT	1	1600	260	.181*	210	.169
NBR	0	0	30		60	
SBL	1	1600	10	.006*	10	.006
SBT	1	1600	130	.094	320	.263*
SBR	0	0	20		100	
EBL	1	1600	110	.069	40	.025*
EBT	2	3200	1500	.469*	920	.288
EBR	1	1600	40	.025	30	.019
WBL	1	1600	60	.038*	20	.013
WBT	2	3200	820	.256	1600	.500*
WBR	1	1600	10	.006	20	.013

TOTAL CAPACITY UTILIZATION .694 .807

24. Harbor&Victoria

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	130	.081
NBT	3	4800	570	.119*	1030	.215*
NBR	1	1600	60	.038	120	.075
SBL	1	1600	130	.081*	150	.094*
SBT	3	4800	870	.181	1010	.210
SBR	1	1600	160	.100	180	.113
EBL	2	3200	160	.050	250	.078*
EBT	2	3200	1300	.406*	710	.222
EBR	1	1600	90	.056	70	.044
WBL	2	3200	140	.044*	130	.041
WBT	2	3200	740	.231	1240	.388*
WBR	1	1600	110	.069	170	.106

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .650 .775

25. NewportSB&22nd

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		340		650	
SBT	2.5	6400	560	.141*	800	.227*
SBR	f		910		1300	
EBL	0	0	0		0	
EBT	4	6400	1740	.278*	900	.147*
EBR	0	0	40		40	
WBL	1	1600	90	.056*	110	.069*
WBT	1	1600	330	.206	270	.169
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .475 .443

26. NewportNB&22nd

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		100		130	
NBT	3.5	6400	1000	.178*	750	.153*
NBR	0		40		100	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	1710	.534*	880	.275*
EBT	2	3200	370	.116	670	.209
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	4800	320	.148*	250	.100*
WBR	1.5		390		230	

TOTAL CAPACITY UTILIZATION .860 .528

27. Whittier&19th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		80	
NBT	1	1600	10	.100*	10	.238*
NBR	0	0	140		290	
SBL	0	0	10	{.006}*	10	{.006}*
SBT	1	1600	10	.019	10	.019
SBR	0	0	10		10	
EBL	1	1600	10	.006	10	.006
EBT	~~1~~ 2	1600	890	.656*	530	.419*
EBR	0	0	160		140	
WBL	1	1600	140	.088*	150	.094*
WBT	~~1~~ 2	1600	510	.325	800	.506
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION ~~.850~~ .522 ~~.757~~ .548

28. Monrovia&19th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	40	{.025}*
NBT	1	1600	10	.013	20	.038
NBR	1	1600	130	.081	260	.163
SBL	0	0	60		30	
SBT	1	1600	30	.069*	10	.044*
SBR	0	0	20		30	
EBL	1	1600	10	.006	40	.025*
EBT	~~1~~ 2	1600	810	.594*	610	.462
EBR	0	0	140		130	
WBL	1	1600	140	.088*	100	.063
WBT	~~1~~ 2	1600	570	.369	820	.544*
WBR	0	0	20		50	
Right Turn Adjustment			NBR	.043*	NBR	.113*

TOTAL CAPACITY UTILIZATION ~~.800~~ .503 ~~.751~~ .479

29. Placentia&19th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.050*	60	.038
NBT	2	3200	460	.144	730	.228*
NBR	1	1600	80	.050	130	.081
SBL	1	1600	70	.044	50	.031*
SBT	2	3200	540	.169*	400	.125
SBR	1	1600	260	.163	160	.100
EBL	2	3200	260	.081	270	.084*
EBT	2	3200	840	.263*	460	.144
EBR	1	1600	70	.044	70	.044
WBL	2	3200	200	.063*	110	.034
WBT	2	3200	280	.088	730	.228*
WBR	1	1600	60	.038	100	.063

TOTAL CAPACITY UTILIZATION .545 .571

30. Pomona&19th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	20	.013
NBT	1	1600	40	.088*	260	.306*
NBR	0	0	100		230	
SBL	1	1600	200	.125*	70	.044*
SBT	1	1600	80	.069	120	.119
SBR	0	0	30		70	
EBL	1	1600	10	.006	30	.019
EBT	2	3200	900	.284*	810	.263*
EBR	0	0	10		30	
WBL	1	1600	120	.075*	190	.119*
WBT	2	3200	560	.188	940	.328
WBR	0	0	40		110	

TOTAL CAPACITY UTILIZATION .572 .732

31. Anaheim&19th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	60	.038
NBT	1	1600	30	.081*	60	.144*
NBR	0	0	100		170	
SBL	1	1600	80	.050*	70	.044*
SBT	1	1600	40	.044	50	.056
SBR	0	0	30		40	
EBL	1	1600	30	.019	50	.031
EBT	2	3200	1160	.369*	1110	.359*
EBR	0	0	20		40	
WBL	1	1600	110	.069*	180	.113*
WBT	2	3200	790	.247	1140	.356
WBR	1	1600	40	.025	120	.075

TOTAL CAPACITY UTILIZATION .569 .660

32. Park&19th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	50	.016*	120	.038*
NBT	0	0	0		0	
NBR	1	1600	110	.069	150	.094
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	10	.006	20	.013
EBT	2	3200	1260	.394*	1210	.378*
EBR	1	1600	60	.038	70	.044
WBL	1	1600	100	.063*	190	.119*
WBT	3	4800	860	.179	1290	.269
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.053*	NBR	.056*

TOTAL CAPACITY UTILIZATION .526 .591

33. Harbor&19th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	80	.050
NBT	3	4800	290	.065*	450	.100*
NBR	0	0	20		30	
SBL	1	1600	190	.119*	260	.163*
SBT	3	4800	460	.119	670	.171
SBR	0	0	110		150	
EBL	2	3200	90	.028	340	.106*
EBT	3	4800	1350	.290*	990	.223
EBR	0	0	40		80	
WBL	1	1600	30	.019*	190	.119
WBT	3	4800	820	.171	1220	.254*
WBR	1	1600	220	.138	280	.175

TOTAL CAPACITY UTILIZATION .493 .623

34. Newport&19th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	30	.019
NBT	4	6400	3240	.508*	3110	.491*
NBR	0	0	10		30	
SBL	1	1600	280	.175*	320	.200*
SBT	3.5	8000	3000	.469	3800	.643
SBR	1.5		690	.431	1340	
EBL	2.5		1370	.285*	1030	.215*
EBT	1.5	6400	200	.125	190	.119
EBR	1	1600	10	.006	10	.006
WBL	1	1600	20	.013	40	.025
WBT	2.5	6400	220	.069*	500	.108*
WBR	1.5		300	.094	190	

Right Turn Adjustment WBR .025*
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION 1.062 1.014

35. Newport&Broadway

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	10	.006*
NBT	4	6400	3180	.502	3080	.497
NBR	0	0	30		100	
SBL	1	1600	50	.031	110	.069
SBT	3	4800	2970	.619*	3670	.765*
SBR	1	1600	10	.006	70	.044
EBL	0	0	10		30	
EBT	1	1600	10	.013*	20	.031*
EBR	1	1600	10	.006	20	.013
WBL	1	1600	80	.050*	80	.050*
WBT	1	1600	10	.050	20	.050
WBR	0	0	70		60	

TOTAL CAPACITY UTILIZATION .688 .852

36. Newport&Harbor

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	280	.088*	690	.216*
NBT	4	6400	3150	.492	3020	.472
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	2970	.638*	3670	.785*
SBR	0	0	90		100	
EBL	1	1600	70	.044*	170	.106*
EBT	0	0	0		0	
EBR	2	3200	470	.147	550	.172
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Right Turn Adjustment EBR .015*
Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .785 1.107

37. Newport&18th/Rochester

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044*	120	.075*
NBT	4	6400	3040	.477	2970	.466
NBR	0	0	10		10	
SBL	1	1600	90	.056	130	.081
SBT	3	4800	2980	.621*	3870	.806*
SBR	1	1600	220	.138	210	.131
EBL	2	3200	280	.088*	310	.097*
EBT	1	1600	80	.050	70	.044
EBR	1	1600	30	.019	50	.031
WBL	1	1600	10	.006	20	.013
WBT	1	1600	70	.069*	130	.094*
WBR	0	0	40		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .822 1.072

38. Placentia&18th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	10	.006
NBT	2	3200	500	.163	890	.291*
NBR	0	0	20		40	
SBL	1	1600	30	.019	40	.025*
SBT	2	3200	680	.250*	510	.178
SBR	0	0	120		60	
EBL	1	1600	60	.038*	50	.031*
EBT	1	1600	230	.163	200	.138
EBR	0	0	30		20	
WBL	1	1600	30	.019	10	.006
WBT	1	1600	210	.156*	120	.125*
WBR	0	0	40		80	

TOTAL CAPACITY UTILIZATION .450 .472

39. Whittier&17th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40	{.025}*	70	{.044}*
NBT	1	1600	10	.038	10	.056
NBR	0	0	10		10	
SBL	0	0	10		10	
SBT	1	1600	10	.050*	10	.050*
SBR	0	0	60		60	
EBL	0	0	20		60	{.037}*
EBT	1	1600	390	.269*	350	.281
EBR	0	0	20		40	
WBL	0	0	10	{.006}*	10	
WBT	1	1600	200	.137	430	.281*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION .350 .412

40. Monrovia&17th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20	{.012}*	40	
NBT	1	1600	60	.069	140	.144*
NBR	0	0	30		50	
SBL	0	0	60		60	{.037}*
SBT	1	1600	90	.100*	50	.075
SBR	0	0	10		10	
EBL	0	0	10		10	
EBT	1	1600	210	.156*	320	.219*
EBR	0	0	30		20	
WBL	0	0	60	{.037}*	30	{.019}*
WBT	1	1600	90	.156	200	.213
WBR	0	0	100		110	

TOTAL CAPACITY UTILIZATION .305 .419

41. Placentia&17th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	50	.031
NBT	2	3200	360	.131*	490	.194*
NBR	0	0	60		130	
SBL	1	1600	170	.106*	130	.081*
SBT	2	3200	390	.138	320	.116
SBR	0	0	50		50	
EBL	1	1600	10	.006	30	.019*
EBT	2	3200	270	.091*	340	.119
EBR	0	0	20		40	
WBL	1	1600	50	.031*	90	.056
WBT	2	3200	220	.091	310	.172*
WBR	0	0	70		240	

TOTAL CAPACITY UTILIZATION .359 .466

42. Pomona&17th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40	{.025}*	30	
NBT	1	1600	40	.056	110	.094*
NBR	0	0	10		10	
SBL	0	0	30		10	{.006}*
SBT	1	1600	100	.125*	50	.075
SBR	0	0	70		60	
EBL	1	1600	50	.031	110	.069*
EBT	1	1600	410	.281*	420	.275
EBR	0	0	40		20	
WBL	1	1600	10	.006*	10	.006
WBT	1	1600	310	.194	530	.331*
WBR	1	1600	10	.006	60	.038

TOTAL CAPACITY UTILIZATION .437 .500

43. Superior&17th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	40	.025	120	.075
NBT	0.5	3200	140	.284*	230	.281*
NBR	1.5		770		670	
SBL	1	1600	60	.038*	70	.044*
SBT	2	3200	280	.113	390	.159
SBR	0	0	80		120	
EBL	1	1600	20	.013	50	.031
EBT	2	3200	640	.216*	590	.209*
EBR	0	0	50		80	
WBL	1	1600	370	.231*	440	.275*
WBT	2	3200	400	.128	560	.194
WBR	0	0	10		60	

TOTAL CAPACITY UTILIZATION .769 .809

44. Newport&17th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	70	.044*
NBT	4	6400	2120	.367*	2140	.361
NBR	0	0	230		170	
SBL	2	3200	570	.178*	730	.228
SBT	3	4800	2260	.471	2790	.581*
SBR	1	1600	380	.238	380	.238
EBL	3	4800	760	.158*	760	.158*
EBT	2	3200	610	.194	580	.188
EBR	0	0	10		20	
WBL	2	3200	150	.047	300	.094
WBT	3	4800	400	.083*	610	.127*
WBR	1	1600	150	.094	210	.131
Right Turn Adjustment			WBR	.011*	WBR	.004*

TOTAL CAPACITY UTILIZATION .797 .914

45. Orange&17th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.081	220	.138
NBT	1	1600	230	.144*	290	.181*
NBR	1	1600	20	.013	30	.019
SBL	1	1600	100	.063*	210	.131*
SBT	1	1600	150	.094	230	.144
SBR	1	1600	210	.131	280	.175
EBL	1	1600	210	.131*	260	.163*
EBT	3	4800	850	.177	650	.135
EBR	1	1600	120	.075	180	.113
WBL	1	1600	30	.019	70	.044
WBT	3	4800	390	.081*	650	.135*
WBR	1	1600	120	.075	190	.119
Right Turn Adjustment			SBR	.005*	SBR	.001*
TOTAL CAPACITY UTILIZATION				.424		.611

46. SantaAna&17th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044	120	.075
NBT	1	1600	200	.125*	240	.150*
NBR	1	1600	60	.038	80	.050
SBL	1	1600	110	.069*	170	.106*
SBT	1	1600	140	.088	230	.144
SBR	1	1600	30	.019	60	.038
EBL	1	1600	30	.019	100	.063*
EBT	3	4800	870	.181*	670	.140
EBR	1	1600	20	.013	50	.031
WBL	1	1600	50	.031*	140	.088
WBT	3	4800	510	.106	910	.190*
WBR	1	1600	90	.056	170	.106
TOTAL CAPACITY UTILIZATION				.406		.509

47. Tustin&17th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	80	.050
NBT	1	1600	180	.113*	200	.125*
NBR	1	1600	100	.063	100	.063
SBL	1	1600	60	.038*	130	.081*
SBT	1	1600	110	.069	160	.100
SBR	1	1600	20	.013	20	.013
EBL	1	1600	20	.013	20	.013*
EBT	2	3200	780	.244*	810	.253
EBR	1	1600	60	.038	40	.025
WBL	1	1600	50	.031*	120	.075
WBT	2	3200	600	.188	1120	.350*
WBR	1	1600	40	.025	130	.081

TOTAL CAPACITY UTILIZATION .426 .569

48. Irvine&Westcliff

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	100	.031	290	.091*
NBT	2	3200	990	.322*	760	.244
NBR	0	0	40		20	
SBL	2	3200	220	.069*	70	.022
SBT	2	3200	710	.272	900	.428*
SBR	0	0	160		470	
EBL	2	3200	320	.100*	300	.094*
EBT	2	3200	430	.163	530	.213
EBR	0	0	90		150	
WBL	1	1600	30	.019	90	.056
WBT	2	3200	430	.150*	870	.294*
WBR	0	0	50		70	

TOTAL CAPACITY UTILIZATION .641 .907

49. Placentia&16th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044*	40	.025
NBT	2	3200	390	.128	580	.184*
NBR	0	0	20		10	
SBL	1	1600	50	.031	30	.019*
SBT	2	3200	370	.141*	410	.141
SBR	0	0	80		40	
EBL	1	1600	40	.025*	90	.056*
EBT	1	1600	50	.050	30	.038
EBR	0	0	30		30	
WBL	1	1600	10	.006	20	.013
WBT	1	1600	50	.044*	40	.056*
WBR	0	0	20		50	

TOTAL CAPACITY UTILIZATION .254 .315

50. Pomona&16th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	60	.038	70	.044
SBT	1	1600	60	.050*	70	.063*
SBR	0	0	20		30	
EBL	0.5		20	{.012}*	30	{.019}*
EBT	1.5	3200	170	.063	30	.028
EBR	0		10		30	
WBL	0	0	0		0	
WBT	1	1600	115	.163*	90	.125*
WBR	0	0	145		110	

add to #58

TOTAL CAPACITY UTILIZATION .225 .207

51. Newport&16th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	20	.013*
NBT	3	4800	2290	.490*	2280	.483
NBR	0	0	60		40	
SBL	1	1600	60	.038*	90	.056
SBT	3	4800	2300	.479	2990	.623*
SBR	1	1600	60	.038	50	.031
EBL	0	0	30	{.019}*	40	{.025}*
EBT	1	1600	60	.063	70	.088
EBR	0	0	10		30	
WBL	0	0	30		30	
WBT	1	1600	130	.131*	50	.088*
WBR	0	0	50		60	

TOTAL CAPACITY UTILIZATION .678 .749

52. Bluff&Victoria

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	240	.150*	360	.225*
NBT	0	0	0		0	
NBR	1	1600	80	.050	60	.038
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1330	.528*	830	.353
EBR	0	0	360		300	
WBL	1	1600	50	.031*	80	.050
WBT	2	3200	760	.238	1550	.484*
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .709 .709

53. Bluff&19th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.081	400	.250*
NBT	0	0	170		250	
NBR	1	1600	0	.000	0	.000
SBL	1	1600	140	.088*	130	.081
SBT	0	0	270		230	
SBR	1	1600	10	.006	30	.019
EBL	1	1600	40	.025	10	.006*
EBT	2	3200	730	.350*	490	.225
EBR	0	0	390		230	
WBL	0	0	0		0	
WBT	2	3200	400	.159	790	.297*
WBR	0	0	110		160	
Right Turn Adjustment					SBR	.019*
TOTAL CAPACITY UTILIZATION				.438		.572

54. Bluff&17th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.000	0	.000
NBT	0	0	70		110	
NBR	1	1600	110	.069	140	.088
SBL	0	0	550	{.344}*	350	{.219}*
SBT	0	0	100		100	
SBR	0	0	10		10	
EBL	1	1600	0	.000	10	.006*
EBT	1	1600	0	.000	10	.006
EBR	0	0	0		0	
WBL	1	1600	100	.063	150	.094
WBT	1	1600	10	.150*	10	.338*
WBR	0	0	230		530	
Right Turn Adjustment			NBR	.069*	NBR	.088*
TOTAL CAPACITY UTILIZATION				.563		.651

55. Bluff&16th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	0	.000
NBT	2	3200	180	.056	250	.078
NBR	0	0	0		0	
SBL	1	1600	0	.000	0	.000
SBT	2	3200	200	.063*	250	.078*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	0	.000	0	.006*
EBR	0	0	0		10	
WBL	1	1600	0	.000	0	.000
WBT	1	1600	0	.000*	0	.000
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .069 .084

56. Bluff&15th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	70	.044*	50	.031*
SBT	0	0	0		0	
SBR	1	1600	130	.081	210	.131
EBL	1	1600	150	.094	180	.113*
EBT	1	1600	370	.231*	280	.175
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	170	.131	360	.269*
WBR	0	0	40		70	
Right Turn Adjustment			SBR	.037*	SBR	.100*

TOTAL CAPACITY UTILIZATION .312 .513

57. Bluff&Coast

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	170	.053*	180	.056*
SBT	0	0	0		0	
SBR	2	3200	130	.041	330	.103
EBL	2	3200	380	.119	300	.094*
EBT	3	4800	3210	.669*	1870	.390
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1310	.273	3230	.673*
WBR	f		140		190	

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .722 .823

50/ 58. Superior&16th

BR OpenSpace W/Bluff W/Bridge 9BR11c3 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	40	.025*
NBT	2	3200	920	.313*	820	.269
NBR	0	0	80		40	
SBL	1	1600	40	.025*	20	.013
SBT	2	3200	650	.238	890	.303*
SBR	0	0	110		80	
EBL	1	1600	20	.013	20	.013*
EBT	1	1600	210	.131*	80	.050
EBR	1	1600	0	.000	0	.000
WBL	0	0	50	{.031}*	60	
WBT	1	1600	140	.119	80	.088*
WBR	1	1600	10	.006	10	.006

TOTAL CAPACITY UTILIZATION .500 .429
+ .050 + .063
.550 .492

Attachment A

GP - 13
General Plan Buildout - Open Space No Bluff - with 19th Street Bridge
Intersection Analysis With Previously Identified Improvements
(GP or OCMPAH Standard and not affecting existing development)

1. Monrovia&16th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	10	
NBT	1	1600	100	.081	270	.206*
NBR	0	0	20		50	
SBL	0	0	20		10	{.006}*
SBT	1	1600	200	.169*	100	.094
SBR	0	0	50		40	
EBL	0	0	30		50	
EBT	1	1600	110	.100*	80	.088*
EBR	0	0	20		10	
WBL	0	0	70	{.044}*	20	{.012}*
WBT	1	1600	30	.075	60	.063
WBR	0	0	20		20	

TOTAL CAPACITY UTILIZATION .319 .312

2. Placentia&15th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.063*	120	.075*
NBT	2	3200	390	.125	560	.181
NBR	0	0	10		20	
SBL	1	1600	50	.031	20	.013
SBT	2	3200	440	.141*	500	.172*
SBR	0	0	10		50	
EBL	0	0	50		20	
EBT	1	1600	100	.175*	190	.231*
EBR	0	0	130		160	
WBL	0	0	30		10	
WBT	1	1600	30	.038*	180	.119*
WBR	1	1600	80	.050	80	.050

Right Turn Adjustment WBR .012*
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .429 .597

3. Superior&15th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	100	.063	60	.038*
NBT	2	3200	990	.309*	800	.250
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	440	.144	770	.303*
SBR	0	0	20		200	
EBL	1	1600	110	.069*	190	.119*
EBT	0	0	0		0	
EBR	1	1600	30	.019	20	.013
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .378 .460

4. Superior&Placentia

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	210	.131	190	.119*
NBT	2	3200	1150	.375*	780	.253
NBR	0	0	50		30	
SBL	1	1600	10	.006*	30	.019
SBT	2	3200	440	.144	760	.241*
SBR	0	0	20		10	
EBL	1	1600	10	.006	10	.006*
EBT	1	1600	420	.263*	290	.181
EBR	1	1600	240	.150	390	.244
WBL	0.5		10	{.006}*	20	
WBT	1.5	3200	350	.122	490	.206*
WBR	0		30		150	
Right Turn Adjustment					EBR	.044*

TOTAL CAPACITY UTILIZATION .650 .616

5. Newport&Hospital

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	180	.056	250	.078*
NBT	3	4800	2260	.471*	1150	.240
NBR	1	1600	10	.006	110	.069
SBL	1	1600	40	.025*	10	.006
SBT	3	4800	1330	.277	2200	.458*
SBR	1	1600	250	.156	130	.081
EBL	2	3200	160	.050	180	.056
EBT	1	1600	160	.100*	160	.100*
EBR	1	1600	220	.138	50	.031
WBL	1	1600	50	.031*	250	.156*
WBT	2	3200	220	.075	220	.097
WBR	0	0	20		90	
Right Turn Adjustment			EBR	.038*		

TOTAL CAPACITY UTILIZATION .665 .792

6. Orange&Coast

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	60		40	{.025}*
NBT	1	1600	10	.044*	10	.031
NBR	1	1600	70	.044	50	.031
SBL	0	0	40	{.025}*	30	
SBT	1	1600	10	.031	10	.025*
SBR	1	1600	20	.013	20	.013
EBL	1	1600	40	.025	50	.031*
EBT	3	4800	3190	.667*	1920	.404
EBR	0	0	10		20	
WBL	1	1600	40	.025*	60	.038
WBT	3	4800	1090	.227	3470	.723*
WBR	1	1600	50	.031	80	.050

TOTAL CAPACITY UTILIZATION .761 .804

7. Prospect&Coast

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20	{.012}*	20	{.012}*
NBT	1	1600	10	.019	10	.019
NBR	1	1600	40	.025	40	.025
SBL	0	0	280		80	
SBT	1	1600	10	.187*	10	.075*
SBR	0	0	10		30	
EBL	1	1600	20	.013	20	.013*
EBT	3	4800	3270	.683*	1960	.413
EBR	0	0	10		20	
WBL	1	1600	30	.019*	30	.019
WBT	3	4800	1290	.279	3480	.754*
WBR	0	0	50		140	
Right Turn Adjustment			NBR	.001*		
TOTAL CAPACITY UTILIZATION				.902		.854

8. Superior&Coast

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		180		310	
NBT	1.5	4800	510	.171*	240	.138*
NBR	0		130		110	
SBL	1.5		240		250	
SBT	1.5	4800	170	.085*	400	.135*
SBR	2	3200	270	.084	660	.206
EBL	2	3200	780	.244	270	.084*
EBT	3	4800	2580	.538*	1480	.308
EBR	1	1600	230	.144	340	.213
WBL	1	1600	100	.063*	230	.144
WBT	4	6400	920	.180	2710	.453*
WBR	0	0	230		190	
TOTAL CAPACITY UTILIZATION				.857		.810

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for SBR

9. NewportBl.(W)&CoastHw.

BR OpenSpace No Bluff w/bridge 9BR13B4 Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	390	.122*	580	.181*
SBT	0	0	0		0	
SBR	1	1600	550	.344	440	.275
EBL	0	0	0		0	
EBT	3	4800	2520	.525*	1930	.402
EBR	1	1600	130	.081	160	.100
WBL	0	0	0		0	
WBT	3	4800	1370	.285	2650	.552*
WBR	f		410		670	
Right Turn Adjustment			SBR	.222*	SBR	.094*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .869 .827

10. Riverside&Coast

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	20	
NBT	1	1600	0	.006	10	.025*
NBR	0	0	0		10	
SBL	0	0	90		110	{.069}*
SBT	1	1600	10	.063*	10	.075
SBR	1	1600	360	.225	400	.250
EBL	2	3200	220	.069	390	.122*
EBT	3	4800	2620	.548*	2140	.448
EBR	0	0	10		10	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1670	.356	2870	.608*
WBR	0	0	40		50	
Right Turn Adjustment			SBR	.093*	SBR	.046*

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .716 .870

11. Tustin&Coast

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	0	.006	0	.006
NBR	0	0	10		10	
SBL	0	0	30		60	
SBT	1	1600	0	.044*	0	.125*
SBR	0	0	40		140	
EBL	1	1600	120	.075	160	.100*
EBT	3	4800	2600	.544*	2060	.431
EBR	0	0	10		10	
WBL	0	0	0		0	
WBT	3	4800	1690	.352	2830	.590*
WBR	1	1600	40	.025	110	.069

TOTAL CAPACITY UTILIZATION .588 .815

12. Dover&Coast

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	20	.013
NBT	1	1600	30	.019*	20	.013*
NBR	1	1600	30	.019	10	.006
SBL	3	4800	1070	.223*	1000	.208*
SBT	1	1600	10	.006	20	.013
SBR	1	1600	80	.050	100	.063
EBL	2	3200	190	.059	130	.041*
EBT	3	4800	2550	.533*	2070	.435
EBR	0	0	10		20	
WBL	1	1600	10	.006*	20	.013
WBT	3	4800	1730	.360	3040	.633*
WBR	f		740		1150	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .781 .895

13. Magnolia&Hamilton

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038*	120	.075
NBT	2	3200	230	.084	450	.159*
NBR	0	0	40		60	
SBL	1	1600	120	.075	110	.069*
SBT	2	3200	390	.122*	270	.084
SBR	1	1600	40	.025	40	.025
EBL	1	1600	100	.063	10	.006*
EBT	1	1600	660	.525*	490	.350
EBR	0	0	180		70	
WBL	1	1600	70	.044*	70	.044
WBT	1	1600	490	.306	800	.500*
WBR	1	1600	320	.200	290	.181

TOTAL CAPACITY UTILIZATION .729 .734

14. Bushard&Hamilton

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.050*	50	.031
NBT	2	3200	200	.066	360	.125*
NBR	0	0	10		40	
SBL	1	1600	160	.100	150	.094*
SBT	2	3200	430	.188*	180	.072
SBR	0	0	170		50	
EBL	1	1600	80	.050	30	.019*
EBT	2	3200	790	.259*	510	.175
EBR	0	0	40		50	
WBL	1	1600	60	.038*	20	.013
WBT	2	3200	630	.234	1030	.416*
WBR	0	0	120		300	

TOTAL CAPACITY UTILIZATION .535 .654

15. Brookhurst&Hamilton/Vic

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	110	.069
NBT	3	4800	260	.054*	490	.102*
NBR	1	1600	60	.038	20	.013
SBL	2	3200	650	.203*	540	.169*
SBT	3	4800	460	.129	320	.098
SBR	0	0	160		150	
EBL	1	1600	130	.081	210	.131*
EBT	2	3200	940	.309*	550	.194
EBR	0	0	50		70	
WBL	1	1600	30	.019*	70	.044
WBT	2	3200	570	.178	1120	.350*
WBR	1	1600	380	.238	690	.431
Right Turn Adjustment					WBR	.081*

TOTAL CAPACITY UTILIZATION .585 .833

16. Magnolia&Banning

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	200	.125*	520	.281*
NBR	0	0	530	.331	380	
SBL	1	1600	240	.150*	130	.081*
SBT	2	3200	430	.134	390	.122
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	300	.094*	400	.125*
WBT	0	0	0		0	
WBR	1	1600	180	.113	180	.113
Right Turn Adjustment			Multi	.225*		

TOTAL CAPACITY UTILIZATION .594 .487

17. Bushard&Banning

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	10	.006
NBT	2	3200	80	.041*	240	.113*
NBR	0	0	50		120	
SBL	1	1600	160	.100*	80	.050*
SBT	2	3200	280	.106	120	.044
SBR	0	0	60		20	
EBL	1	1600	20	.013	10	.006*
EBT	1	1600	770	.487*	430	.275
EBR	0	0	10		10	
WBL	1	1600	70	.044*	70	.044
WBT	1	1600	440	.338	710	.563*
WBR	0	0	100		190	

TOTAL CAPACITY UTILIZATION .672 .732

18. Brookhurst&19th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	20	.013
NBT	3	4800	440	.104	680	.156*
NBR	0	0	60		70	
SBL	1	1600	10	.006	10	.006*
SBT	3	4800	470	.115*	430	.100
SBR	0	0	80		50	
EBL	1	1600	60	.038	40	.025*
EBT	2	3200	1010	.322*	620	.197
EBR	0	0	20		10	
WBL	1	1600	30	.019*	100	.063
WBT	2	3200	490	.153	1000	.316*
WBR	0	0	0		10	

TOTAL CAPACITY UTILIZATION .462 .503

19. Magnolia&PCH

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	10	.006
NBT	1	1600	20	.019*	20	.025*
NBR	0	0	10		20	
SBL	1.5		320		150	
SBT	0.5	3200	40	.113*	30	.056*
SBR	1	1600	370	.231	610	.381
EBL	1	1600	630	.394*	480	.300*
EBT	3	4800	2520	.525	1660	.346
EBR	1	1600	10	.006	10	.006
WBL	1	1600	20	.013	30	.019
WBT	3	4800	940	.196*	2510	.523*
WBR	1	1600	80	.050	400	.250
Right Turn Adjustment			SBR	.118*	SBR	.325*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .840 1.229

20. Brookhurst&Bushard

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	110	.069*	340	.213*
NBT	3	4800	520	.110	830	.173
NBR	0	0	10		0	
SBL	1	1600	10	.006	0	.000
SBT	3	4800	520	.108*	550	.115*
SBR	1	1600	10	.006	10	.006
EBL	1	1600	10	.006*	10	.006*
EBT	0	0	0		0	
EBR	1	1600	360	.225	150	.094
WBL	0	0	0		0	
WBT	1	1600	10	.013*	0	.000*
WBR	0	0	10		0	
Right Turn Adjustment			EBR	.206*	EBR	.088*

TOTAL CAPACITY UTILIZATION .402 .422

21. Brookhurst&PCH

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	20	.013
NBT	1	1600	30	.025*	30	.038*
NBR	0	0	10		30	
SBL	2	3200	640	.200*	420	.131*
SBT	1	1600	10	.006	50	.031
SBR	1	1600	230	.144	230	.144
EBL	1	1600	250	.156	250	.156*
EBT	3	4800	2590	.540*	1540	.321
EBR	1	1600	10	.006	40	.025
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	800	.167	2690	.560*
WBR	1	1600	360	.225	890	.556

Right Turn Adjustment SBR .013*
Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .771 .898

22. Placentia&Victoria

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	120	.038*	230	.072
NBT	2	3200	440	.138	740	.231*
NBR	1	1600	170	.106	170	.106
SBL	1	1600	100	.063	80	.050*
SBT	2	3200	550	.172*	510	.159
SBR	1	1600	50	.031	150	.094
EBL	1	1600	90	.056	90	.056*
EBT	2	3200	1340	.419*	670	.209
EBR	2	3200	230	.072	120	.038
WBL	1	1600	180	.113*	170	.106
WBT	2	3200	650	.203	1580	.494*
WBR	1	1600	60	.038	70	.044

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .742 .831

23. Pomona&Victoria

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	30	.019*
NBT	1	1600	240	.169*	220	.175
NBR	0	0	30		60	
SBL	1	1600	10	.006*	10	.006
SBT	1	1600	140	.100	320	.263*
SBR	0	0	20		100	
EBL	1	1600	130	.081	40	.025*
EBT	2	3200	1500	.469*	920	.288
EBR	1	1600	50	.031	30	.019
WBL	1	1600	60	.038*	10	.006
WBT	2	3200	830	.259	1630	.509*
WBR	1	1600	10	.006	20	.013

TOTAL CAPACITY UTILIZATION .682 .816

24. Harbor&Victoria

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019*	130	.081
NBT	3	4800	570	.119	1050	.219*
NBR	1	1600	60	.038	110	.069
SBL	1	1600	130	.081	150	.094*
SBT	3	4800	890	.185*	1030	.215
SBR	1	1600	160	.100	180	.113
EBL	2	3200	170	.053	260	.081*
EBT	2	3200	1310	.409*	710	.222
EBR	1	1600	90	.056	60	.038
WBL	2	3200	140	.044*	120	.038
WBT	2	3200	760	.238	1270	.397*
WBR	1	1600	110	.069	170	.106

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .657 .791

25. NewportSB&22nd

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		340		640	
SBT	2.5	6400	550	.139*	780	.222*
SBR	f		920		1330	
EBL	0	0	0		0	
EBT	4	6400	1760	.281*	910	.148*
EBR	0	0	40		40	
WBL	1	1600	90	.056*	100	.063*
WBT	1	1600	340	.213	280	.175
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .476 .433

26. NewportNB&22nd

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		110		130	
NBT	3.5	6400	1000	.180*	730	.150*
NBR	0		40		100	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	1730	.541*	890	.278*
EBT	2	3200	370	.116	660	.206
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	4800	320	.146*	250	.102*
WBR	1.5		380		240	

TOTAL CAPACITY UTILIZATION .867 .530

27. Whittier&19th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20		250	
NBT	1	1600	10	.150*	10	.356*
NBR	0	0	210		310	
SBL	0	0	10	{.006}*	10	{.006}*
SBT	1	1600	10	.019	10	.019
SBR	0	0	10		10	
EBL	1	1600	10	.006	10	.006
EBT	~~1~~ 2	1600	910	.788*	570	.500*
EBR	0	0	350		230	
WBL	1	1600	140	.088*	170	.106*
WBT	~~1~~ 2	1600	520	.331	860	.544
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION ~~1.032~~ .638 ~~.968~~ .718

28. Monrovia&19th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	120	{.075}*
NBT	1	1600	10	.013	20	.088
NBR	1	1600	160	.100	290	.181
SBL	0	0	60		30	
SBT	1	1600	20	.069*	10	.044*
SBR	0	0	30		30	
EBL	1	1600	10	.006	50	.031*
EBT	~~1~~ 2	1600	810	.650*	590	.469
EBR	0	0	230		160	
WBL	1	1600	160	.100*	120	.075
WBT	~~1~~ 2	1600	570	.362	790	.525*
WBR	0	0	10		50	
Right Turn Adjustment			NBR	.062*	NBR	.081*

TOTAL CAPACITY UTILIZATION ~~.887~~ .562 ~~.756~~ .494

29. Placentia&19th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	140	.088*	140	.088
NBT	2	3200	510	.159	810	.253*
NBR	1	1600	80	.050	150	.094
SBL	1	1600	80	.050	60	.038*
SBT	2	3200	600	.188*	430	.134
SBR	1	1600	240	.150	150	.094
EBL	2	3200	250	.078	230	.072*
EBT	2	3200	820	.256*	430	.134
EBR	1	1600	140	.088	140	.088
WBL	2	3200	210	.066*	120	.038
WBT	2	3200	250	.078	680	.213*
WBR	1	1600	60	.038	120	.075

TOTAL CAPACITY UTILIZATION .598 .576

30. Pomona&19th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	40	.025
NBT	1	1600	50	.088*	270	.313*
NBR	0	0	90		230	
SBL	1	1600	180	.113*	70	.044*
SBT	1	1600	100	.088	120	.113
SBR	0	0	40		60	
EBL	1	1600	20	.013	20	.013
EBT	2	3200	900	.291*	790	.263*
EBR	0	0	30		50	
WBL	1	1600	120	.075*	170	.106*
WBT	2	3200	540	.178	950	.328
WBR	0	0	30		100	

TOTAL CAPACITY UTILIZATION .567 .726

31. Anaheim&19th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	60	.038
NBT	1	1600	30	.088*	60	.144*
NBR	0	0	110		170	
SBL	1	1600	90	.056*	70	.044*
SBT	1	1600	40	.044	50	.050
SBR	0	0	30		30	
EBL	1	1600	30	.019	50	.031
EBT	2	3200	1160	.369*	1100	.356*
EBR	0	0	20		40	
WBL	1	1600	110	.069*	190	.119*
WBT	2	3200	760	.238	1130	.353
WBR	1	1600	40	.025	130	.081

TOTAL CAPACITY UTILIZATION .582 .663

32. Park&19th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	50	.016*	120	.038*
NBT	0	0	0		0	
NBR	1	1600	110	.069	150	.094
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	10	.006	20	.013
EBT	2	3200	1270	.397*	1200	.375*
EBR	1	1600	60	.038	70	.044
WBL	1	1600	100	.063*	190	.119*
WBT	3	4800	840	.175	1300	.271
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.053*	NBR	.056*

TOTAL CAPACITY UTILIZATION .529 .588

33. Harbor&19th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	80	.050
NBT	3	4800	290	.065*	460	.102*
NBR	0	0	20		30	
SBL	1	1600	190	.119*	260	.163*
SBT	3	4800	470	.123	660	.175
SBR	0	0	120		180	
EBL	2	3200	100	.031	370	.116*
EBT	3	4800	1340	.288*	950	.215
EBR	0	0	40		80	
WBL	1	1600	40	.025*	200	.125
WBT	3	4800	800	.167	1190	.248*
WBR	1	1600	220	.138	270	.169

TOTAL CAPACITY UTILIZATION .497 .629

34. Newport&19th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	30	.019
NBT	4	6400	3250	.509*	3130	.494*
NBR	0	0	10		30	
SBL	1	1600	290	.181*	320	.200*
SBT	3.5	8000	3020	.472	3790	.636
SBR	1.5		650	.406	1300	
EBL	2.5		1350	.281*	990	.206*
EBT	1.5	6400	220	.138	190	.119
EBR	1	1600	10	.006	10	.006
WBL	1	1600	20	.013	40	.025
WBT	2.5	6400	220	.069*	500	.106*
WBR	1.5		310	.097	180	

Right Turn Adjustment WBR .028*
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION 1.068 1.006

35. Newport&Broadway

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	10	.006*
NBT	4	6400	3190	.503	3100	.500
NBR	0	0	30		100	
SBL	1	1600	50	.031	100	.063
SBT	3	4800	2990	.623*	3670	.765*
SBR	1	1600	10	.006	70	.044
EBL	0	0	10		30	
EBT	1	1600	10	.013*	20	.031*
EBR	1	1600	10	.006	20	.013
WBL	1	1600	80	.050*	80	.050*
WBT	1	1600	10	.050	20	.050
WBR	0	0	70		60	

TOTAL CAPACITY UTILIZATION .692 .852

36. Newport&Harbor

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	280	.088*	700	.219*
NBT	4	6400	3160	.494	3040	.475
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	2990	.642*	3670	.785*
SBR	0	0	90		100	
EBL	1	1600	70	.044*	170	.106*
EBT	0	0	0		0	
EBR	2	3200	490	.153	550	.172
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Right Turn Adjustment EBR .021*
Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .795 1.110

37. Newport&18th/Rochester

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044*	120	.075*
NBT	4	6400	3070	.481	2980	.467
NBR	0	0	10		10	
SBL	1	1600	90	.056	130	.081
SBT	3	4800	2980	.621*	3880	.808*
SBR	1	1600	230	.144	200	.125
EBL	2	3200	270	.084*	330	.103*
EBT	1	1600	90	.056	80	.050
EBR	1	1600	30	.019	50	.031
WBL	1	1600	10	.006	20	.013
WBT	1	1600	80	.075*	140	.100*
WBR	0	0	40		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .824 1.086

38. Placentia&18th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	10	.006
NBT	2	3200	580	.184	1030	.338*
NBR	0	0	10		50	
SBL	1	1600	20	.013	30	.019*
SBT	2	3200	810	.297*	610	.219
SBR	0	0	140		90	
EBL	1	1600	80	.050*	80	.050*
EBT	1	1600	210	.150	200	.131
EBR	0	0	30		10	
WBL	1	1600	40	.025	10	.006
WBT	1	1600	200	.156*	100	.113*
WBR	0	0	50		80	

TOTAL CAPACITY UTILIZATION .509 .520

39. Whittier&17th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	10	{.006}*
NBT	1	1600	20	.025	40	.038
NBR	0	0	10		10	
SBL	0	0	70		30	
SBT	1	1600	20	.088*	30	.063*
SBR	0	0	50		40	
EBL	0	0	20	{.012}*	40	{.025}*
EBT	1	1600	60	.056	100	.094
EBR	0	0	10		10	
WBL	0	0	10		10	
WBT	1	1600	90	.075*	90	.125*
WBR	0	0	20		100	

TOTAL CAPACITY UTILIZATION .181 .219

40. Monrovia&17th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	30	{.019}*	70	
NBT	1	1600	100	.094	210	.194*
NBR	0	0	20		30	
SBL	0	0	80		90	{.056}*
SBT	1	1600	140	.144*	90	.119
SBR	0	0	10		10	
EBL	0	0	10	{.006}*	10	{.006}*
EBT	1	1600	70	.081	90	.081
EBR	0	0	50		30	
WBL	0	0	40		20	
WBT	1	1600	70	.131*	100	.163*
WBR	0	0	100		140	

TOTAL CAPACITY UTILIZATION .300 .419

41. Placentia&17th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	30	.019
NBT	2	3200	390	.138*	530	.209*
NBR	0	0	50		140	
SBL	1	1600	250	.156*	170	.106*
SBT	2	3200	430	.147	370	.134
SBR	0	0	40		60	
EBL	1	1600	20	.013*	30	.019
EBT	2	3200	150	.056	300	.113*
EBR	0	0	30		60	
WBL	1	1600	60	.038	80	.050*
WBT	2	3200	220	.097*	230	.144
WBR	0	0	90		350	.219
Right Turn Adjustment					WBR	.075*
TOTAL CAPACITY UTILIZATION				.404		.553

42. Pomona&17th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40	{.025}*	50	{.031}*
NBT	1	1600	50	.063	110	.106
NBR	0	0	10		10	
SBL	0	0	30		10	
SBT	1	1600	120	.131*	60	.081*
SBR	0	0	60		60	
EBL	1	1600	50	.031	120	.075*
EBT	1	1600	380	.269*	440	.288
EBR	0	0	50		20	
WBL	1	1600	20	.013*	10	.006
WBT	1	1600	330	.206	520	.325*
WBR	1	1600	20	.013	60	.038
TOTAL CAPACITY UTILIZATION				.438		.512

43. Superior&17th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.031	120	.075
NBT	0.5	3200	150	.291*	230	.278*
NBR	1.5		780		660	
SBL	1	1600	60	.038*	70	.044*
SBT	2	3200	290	.116	400	.159
SBR	0	0	80		110	
EBL	1	1600	20	.013	50	.031
EBT	2	3200	600	.203*	610	.216*
EBR	0	0	50		80	
WBL	1	1600	360	.225*	430	.269*
WBT	2	3200	440	.141	550	.191
WBR	0	0	10		60	

TOTAL CAPACITY UTILIZATION .757 .807

44. Newport&17th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	70	.044*
NBT	4	6400	2160	.373*	2160	.364
NBR	0	0	230		170	
SBL	2	3200	580	.181*	730	.228
SBT	3	4800	2260	.471	2800	.583*
SBR	1	1600	390	.244	370	.231
EBL	3	4800	750	.156*	760	.158
EBT	2	3200	590	.188	600	.194*
EBR	0	0	10		20	
WBL	2	3200	150	.047	300	.094*
WBT	3	4800	400	.083*	600	.125
WBR	1	1600	150	.094	210	.131
Right Turn Adjustment			WBR	.011*	WBR	.001*

TOTAL CAPACITY UTILIZATION .804 .916

45. Orange&17th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	130	.081	210	.131
NBT	1	1600	230	.144*	290	.181*
NBR	1	1600	20	.013	30	.019
SBL	1	1600	100	.063*	210	.131*
SBT	1	1600	150	.094	230	.144
SBR	1	1600	210	.131	290	.181
EBL	1	1600	200	.125*	270	.169*
EBT	3	4800	840	.175	670	.140
EBR	1	1600	120	.075	180	.113
WBL	1	1600	30	.019	70	.044
WBT	3	4800	410	.085*	660	.138*
WBR	1	1600	120	.075	190	.119
Right Turn Adjustment			SBR	.005*		
TOTAL CAPACITY UTILIZATION				.422		.619

46. SantaAna&17th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044	110	.069
NBT	1	1600	200	.125*	240	.150*
NBR	1	1600	60	.038	90	.056
SBL	1	1600	140	.088*	160	.100*
SBT	1	1600	140	.088	240	.150
SBR	1	1600	30	.019	70	.044
EBL	1	1600	40	.025	90	.056*
EBT	3	4800	860	.179*	700	.146
EBR	1	1600	20	.013	50	.031
WBL	1	1600	50	.031*	130	.081
WBT	3	4800	530	.110	910	.190*
WBR	1	1600	80	.050	180	.113
TOTAL CAPACITY UTILIZATION				.423		.496

47. Tustin&17th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	70	.044
NBT	1	1600	180	.113*	200	.125*
NBR	1	1600	90	.056	100	.063
SBL	1	1600	70	.044*	120	.075*
SBT	1	1600	110	.069	160	.100
SBR	1	1600	20	.013	20	.013
EBL	1	1600	10	.006	30	.019*
EBT	2	3200	800	.250*	840	.263
EBR	1	1600	60	.038	40	.025
WBL	1	1600	50	.031*	120	.075
WBT	2	3200	610	.191	1140	.356*
WBR	1	1600	40	.025	140	.088

TOTAL CAPACITY UTILIZATION .438 .575

48. Irvine&Westcliff

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	90	.028	290	.091*
NBT	2	3200	1000	.325*	770	.247
NBR	0	0	40		20	
SBL	2	3200	220	.069*	60	.019
SBT	2	3200	720	.275	920	.428*
SBR	0	0	160		450	
EBL	2	3200	310	.097*	290	.091*
EBT	2	3200	460	.172	560	.222
EBR	0	0	90		150	
WBL	1	1600	30	.019	90	.056
WBT	2	3200	460	.159*	910	.306*
WBR	0	0	50		70	

TOTAL CAPACITY UTILIZATION .650 .916

49. Placentia&16th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.050*	40	.025
NBT	2	3200	440	.144	620	.197*
NBR	0	0	20		10	
SBL	1	1600	50	.031	30	.019*
SBT	2	3200	430	.156*	480	.159
SBR	0	0	70		30	
EBL	1	1600	20	.013*	80	.050*
EBT	1	1600	50	.050	30	.038
EBR	0	0	30		30	
WBL	1	1600	10	.006	20	.013
WBT	1	1600	50	.044*	50	.056*
WBR	0	0	20		40	

TOTAL CAPACITY UTILIZATION .263 .322

50. Pomona&16th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	70	.044	70	.044
SBT	1	1600	70	.056*	80	.069*
SBR	0	0	20		30	
EBL	0.5		20	{.012}*	30	{.019}*
EBT	1.5	3200	170	.063	30	.028
EBR	0		10		30	
WBL	0	0	0		0	
WBT	1	1600	115	.169*	100	.150*
WBR	0	0	155		140	

TOTAL CAPACITY UTILIZATION .237 .238

add to #58

51. Newport&16th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	20	.013*
NBT	3	4800	2330	.496*	2290	.485
NBR	0	0	50		40	
SBL	1	1600	60	.038*	90	.056
SBT	3	4800	2310	.481	2990	.623*
SBR	1	1600	60	.038	50	.031
EBL	0	0	30	{.019}*	40	{.025}*
EBT	1	1600	60	.063	60	.081
EBR	0	0	10		30	
WBL	0	0	30		20	
WBT	1	1600	120	.125*	60	.088*
WBR	0	0	50		60	

TOTAL CAPACITY UTILIZATION .678 .749

52. Bluff&Victoria

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	200	.125*	280	.175*
NBT	0	0	0		0	
NBR	1	1600	60	.038	10	.006
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1370	.516*	870	.347
EBR	0	0	280		240	
WBL	1	1600	10	.006*	50	.031
WBT	2	3200	780	.244	1600	.500*
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .647 .675

53. Bluff&19th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.000	0	.000
NBT	0	0	0		0	
NBR	1	1600	0	.000	0	.000
SBL	1	1600	280	.175*	250	.156*
SBT	0	0	0		0	
SBR	1	1600	10	.006	40	.025
EBL	1	1600	50	.031	10	.006*
EBT	2	3200	1030	.322*	690	.216
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	510	.225	1070	.422*
WBR	0	0	210		280	

TOTAL CAPACITY UTILIZATION .497 .584

57. Bluff&Coast

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	0	.000	10	.003*
SBT	0	0	0		0	
SBR	2	3200	0	.000	0	.000
EBL	2	3200	0	.000	0	.000
EBT	3	4800	3590	.748*	2080	.433
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1370	.285	3650	.760*
WBR	f		0		30	

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .748 .763

58. Superior&16th

BR OpenSpace NoBluff WBridge 9BR13A4 GP

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	40	.025*
NBT	2	3200	940	.313*	800	.259
NBR	0	0	60		30	
SBL	1	1600	40	.025*	20	.013
SBT	2	3200	640	.234	880	.300*
SBR	0	0	110		80	
EBL	1	1600	30	.019	20	.013*
EBT	1	1600	210	.131*	80	.050
EBR	1	1600	0	.000	0	.000
WBL	0	0	40	{.025}*	50	
WBT	1	1600	140	.113	120	.106*
WBR	1	1600	10	.006	10	.006

TOTAL CAPACITY UTILIZATION	.494	.444
	+ .056	+ .069
	0.550	0.513

Attachment A

GP - 15

General Plan Buildout - with Project - with MPAH and with 19th Street Bridge
Intersection Analysis With Previously Identified Improvements
(GP or OCMPAH Standard and not affecting existing development)

1. Monrovia&16th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	30	
NBT	1	1600	50	.075	210	.206*
NBR	0	0	60		90	
SBL	0	0	20		10	{.006}*
SBT	1	1600	140	.113*	40	.044
SBR	0	0	20		20	
EBL	0	0	10		20	{.012}*
EBT	1	1600	150	.131*	100	.094
EBR	0	0	50		30	
WBL	0	0	90	{.056}*	60	
WBT	1	1600	40	.094	120	.125*
WBR	0	0	20		20	

TOTAL CAPACITY UTILIZATION .306 .349

2. Placentia&15th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019*	100	.063*
NBT	2	3200	270	.091	420	.137
NBR	0	0	20		20	
SBL	1	1600	50	.031	30	.019
SBT	2	3200	360	.116*	340	.131*
SBR	0	0	10		80	
EBL	0	0	80		40	
EBT	1	1600	240	.269*	170	.194*
EBR	0	0	110		100	
WBL	0	0	20		10	
WBT	1	1600	130	.094*	260	.169*
WBR	1	1600	130	.081	120	.075

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .498 .557

3. Superior&15th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.050	30	.019*
NBT	2	3200	1050	.328*	860	.269
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	410	.191	810	.366*
SBR	0	0	200		360	
EBL	1	1600	290	.181*	200	.125*
EBT	0	0	0		0	
EBR	1	1600	20	.013	20	.013
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .509 .510

4. Superior&Placentia

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.056	110	.069*
NBT	2	3200	1100	.356*	770	.250
NBR	0	0	40		30	
SBL	1	1600	20	.013*	30	.019
SBT	2	3200	380	.125	800	.253*
SBR	0	0	20		10	
EBL	1	1600	10	.006	10	.006*
EBT	1	1600	400	.250*	230	.144
EBR	1	1600	140	.088	230	.144
WBL	0.5		10	{.006}*	20	
WBT	1.5	3200	300	.106	440	.172*
WBR	0		30		90	

TOTAL CAPACITY UTILIZATION .625 .500

5. Newport&Hospital

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	130	.041	230	.072*
NBT	3	4800	2220	.463*	1080	.225
NBR	1	1600	10	.006	110	.069
SBL	1	1600	40	.025*	10	.006
SBT	3	4800	1310	.273	2150	.448*
SBR	1	1600	240	.150	140	.088
EBL	2	3200	190	.059*	200	.063
EBT	1	1600	160	.100	130	.081*
EBR	1	1600	170	.106	40	.025
WBL	1	1600	50	.031	240	.150*
WBT	2	3200	240	.081*	250	.106
WBR	0	0	20		90	

TOTAL CAPACITY UTILIZATION .628 .751

6. Orange&Coast

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	50		40	{.025}*
NBT	1	1600	10	.038*	10	.031
NBR	1	1600	70	.044	50	.031
SBL	0	0	30	{.019}*	50	
SBT	1	1600	10	.025	10	.038*
SBR	1	1600	20	.013	20	.013
EBL	1	1600	30	.019	50	.031*
EBT	3	4800	3110	.650*	1870	.394
EBR	0	0	10		20	
WBL	1	1600	50	.031*	60	.038
WBT	3	4800	1030	.215	3240	.675*
WBR	1	1600	60	.038	90	.056
Right Turn Adjustment			NBR	.006*		

TOTAL CAPACITY UTILIZATION .744 .769

7. Prospect&Coast

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	20	{.012}*	20	{.012}*
NBT	1	1600	10	.019	10	.019
NBR	1	1600	40	.025	40	.025
SBL	0	0	280		100	
SBT	1	1600	10	.187*	10	.081*
SBR	0	0	10		20	
EBL	1	1600	20	.013	20	.013*
EBT	3	4800	3180	.665*	1930	.406
EBR	0	0	10		20	
WBL	1	1600	30	.019*	30	.019
WBT	3	4800	1230	.269	3250	.706*
WBR	0	0	60		140	
Right Turn Adjustment			NBR	.001*		
TOTAL CAPACITY UTILIZATION				.884		.812

8. Superior&Coast

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1.5		180		380	
NBT	1.5	4800	500	.175*	170	.148*
NBR	0		160		160	
SBL	1.5		140		280	
SBT	1.5	4800	110	.052*	380	.138*
SBR	2	3200	380	.119	470	.147
EBL	2	3200	500	.156	260	.081*
EBT	3	4800	2800	.583*	1610	.335
EBR	1	1600	280	.175	350	.219
WBL	1	1600	140	.088*	290	.181
WBT	4	6400	920	.184	2840	.478*
WBR	0	0	260		220	
TOTAL CAPACITY UTILIZATION				.898		.845

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for SBR

11. Tustin&Coast

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	0	.006	0	.006
NBR	0	0	10		10	
SBL	0	0	30		50	
SBT	1	1600	0	.044*	0	.125*
SBR	0	0	40		150	
EBL	1	1600	120	.075	160	.100*
EBT	3	4800	2700	.565*	2130	.446
EBR	0	0	10		10	
WBL	0	0	0		0	
WBT	3	4800	1730	.360	2930	.610*
WBR	1	1600	40	.025	110	.069

TOTAL CAPACITY UTILIZATION .609 .835

12. Dover&Coast

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	20	.013
NBT	1	1600	30	.019*	20	.013*
NBR	1	1600	30	.019	10	.006
SBL	3	4800	1020	.213*	950	.198*
SBT	1	1600	10	.006	20	.013
SBR	1	1600	80	.050	100	.063
EBL	2	3200	190	.059	130	.041*
EBT	3	4800	2650	.554*	2120	.446
EBR	0	0	10		20	
WBL	1	1600	10	.006*	10	.006
WBT	3	4800	1780	.371	3130	.652*
WBR	f		710		1100	

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .792 .904

13. Magnolia&Hamilton

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	120	.075
NBT	2	3200	250	.091*	480	.169*
NBR	0	0	40		60	
SBL	1	1600	120	.075*	110	.069*
SBT	2	3200	400	.125	290	.091
SBR	1	1600	40	.025	40	.025
EBL	1	1600	100	.063	10	.006*
EBT	1	1600	650	.519*	490	.350
EBR	0	0	180		70	
WBL	1	1600	70	.044*	70	.044
WBT	1	1600	490	.306	800	.500*
WBR	1	1600	320	.200	290	.181

TOTAL CAPACITY UTILIZATION .729 .744

14. Bushard&Hamilton

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	80	.050*	50	.031
NBT	2	3200	190	.063	350	.113*
NBR	0	0	10		10	
SBL	1	1600	180	.113	140	.088*
SBT	2	3200	390	.175*	180	.072
SBR	0	0	170		50	
EBL	1	1600	80	.050*	40	.025*
EBT	2	3200	780	.253	500	.172
EBR	0	0	30		50	
WBL	1	1600	20	.013	20	.013
WBT	2	3200	630	.234*	1010	.403*
WBR	0	0	120		280	

TOTAL CAPACITY UTILIZATION .509 .629

15. Brookhurst&Hamilton/Vic

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	110	.069
NBT	3	4800	140	.029*	360	.075*
NBR	1	1600	50	.031	30	.019
SBL	2	3200	910	.284*	770	.241*
SBT	3	4800	340	.100	170	.053
SBR	0	0	140		120	.075
EBL	1	1600	110	.069	190	.119*
EBT	2	3200	900	.294*	570	.200
EBR	0	0	40		70	
WBL	1	1600	40	.025*	40	.025
WBT	2	3200	570	.178	1170	.366*
WBR	1	1600	610	.381	910	.569
Right Turn Adjustment			Multi	.133*	WBR	.203*
TOTAL CAPACITY UTILIZATION				.765		1.004

16. Magnolia&Banning

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	2	3200	220	.138*	530	.288*
NBR	0	0	530	.331	390	
SBL	1	1600	260	.163*	150	.094*
SBT	2	3200	430	.134	390	.122
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	300	.094*	390	.122*
WBT	0	0	0		0	
WBR	1	1600	190	.119	210	.131
Right Turn Adjustment			Multi	.218*	WBR	.009*
TOTAL CAPACITY UTILIZATION				.613		.513

17. Bushard&Banning

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	20	.013
NBT	2	3200	60	.034*	180	.094*
NBR	0	0	50		120	
SBL	1	1600	180	.113*	110	.069*
SBT	2	3200	210	.084	90	.034
SBR	0	0	60		20	
EBL	1	1600	20	.013	10	.006*
EBT	1	1600	780	.500*	450	.288
EBR	0	0	20		10	
WBL	1	1600	70	.044*	80	.050
WBT	1	1600	460	.363	740	.588*
WBR	0	0	120		200	

TOTAL CAPACITY UTILIZATION .691 .757

18. Brookhurst&19th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	20	.013
NBT	3	4800	290	.069	490	.115*
NBR	0	0	40		60	
SBL	1	1600	20	.013	10	.006*
SBT	3	4800	290	.077*	240	.060
SBR	0	0	80		50	
EBL	1	1600	60	.038	40	.025*
EBT	2	3200	1080	.344*	710	.225
EBR	0	0	20		10	
WBL	1	1600	30	.019*	80	.050
WBT	2	3200	570	.178	1130	.359*
WBR	0	0	0		20	

TOTAL CAPACITY UTILIZATION .446 .505

19. Magnolia&PCH

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	10	.006
NBT	1	1600	20	.019*	20	.025*
NBR	0	0	10		20	
SBL	1.5		350		150	
SBT	0.5	3200	40	.122*	30	.056*
SBR	1	1600	340	.213	600	.375
EBL	1	1600	630	.394*	430	.269*
EBT	3	4800	2580	.538	1830	.381
EBR	1	1600	10	.006	10	.006
WBL	1	1600	20	.013	30	.019
WBT	3	4800	950	.198*	2460	.513*
WBR	1	1600	100	.063	470	.294
Right Turn Adjustment			SBR	.091*	SBR	.319*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .824 1.182

20. Brookhurst&Bushard

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	90	.056*	270	.169*
NBT	3	4800	310	.067	620	.129
NBR	0	0	10		0	
SBL	1	1600	10	.006	0	.000
SBT	3	4800	290	.060*	330	.069*
SBR	1	1600	10	.006	10	.006
EBL	1	1600	10	.006*	10	.006*
EBT	0	0	0		0	
EBR	1	1600	290	.181	130	.081
WBL	0	0	0		0	
WBT	1	1600	10	.013*	0	.000*
WBR	0	0	10		0	
Right Turn Adjustment			EBR	.162*	EBR	.075*

TOTAL CAPACITY UTILIZATION .297 .319

21. Brookhurst&PCH

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	20	.013
NBT	1	1600	20	.019*	30	.044*
NBR	0	0	10		40	
SBL	2	3200	370	.116*	200	.063*
SBT	1	1600	10	.006	50	.031
SBR	1	1600	200	.125	210	.131
EBL	1	1600	160	.100	260	.163*
EBT	3	4800	2770	.577*	1700	.354
EBR	1	1600	10	.006	40	.025
WBL	1	1600	10	.006*	20	.013
WBT	3	4800	860	.179	2730	.569*
WBR	1	1600	230	.144	600	.375
Right Turn Adjustment			SBR	.009*	SBR	.068*

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for WBR

TOTAL CAPACITY UTILIZATION .727 .907

22. Placentia&Victoria

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	100	.031*	170	.053
NBT	2	3200	420	.131	690	.216*
NBR	1	1600	190	.119	180	.113
SBL	1	1600	100	.063	100	.063*
SBT	2	3200	520	.163*	470	.147
SBR	1	1600	50	.031	160	.100
EBL	1	1600	110	.069	90	.056*
EBT	2	3200	1280	.400*	650	.203
EBR	2	3200	190	.059	90	.028
WBL	1	1600	180	.113*	170	.106
WBT	2	3200	640	.200	1520	.475*
WBR	1	1600	60	.038	90	.056

Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .707 .810

23. Pomona&Victoria

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	30	.019*
NBT	1	1600	260	.188*	210	.169
NBR	0	0	40		60	
SBL	1	1600	10	.006*	10	.006
SBT	1	1600	130	.094	340	.275*
SBR	0	0	20		100	
EBL	1	1600	130	.081	40	.025*
EBT	2	3200	1480	.463*	920	.288
EBR	1	1600	40	.025	30	.019
WBL	1	1600	60	.038*	20	.013
WBT	2	3200	810	.253	1610	.503*
WBR	1	1600	10	.006	20	.013

TOTAL CAPACITY UTILIZATION .695 .822

24. Harbor&Victoria

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	150	.094
NBT	3	4800	580	.121*	1020	.213*
NBR	1	1600	70	.044	120	.075
SBL	1	1600	130	.081*	150	.094*
SBT	3	4800	860	.179	1010	.210
SBR	1	1600	160	.100	180	.113
EBL	2	3200	160	.050	250	.078*
EBT	2	3200	1300	.406*	700	.219
EBR	1	1600	90	.056	80	.050
WBL	2	3200	150	.047*	140	.044
WBT	2	3200	750	.234	1240	.388*
WBR	1	1600	110	.069	170	.106

Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .655 .773

25. NewportSB&22nd

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		340		660	
SBT	2.5	6400	550	.139*	790	.227*
SBR	f		910		1280	
EBL	0	0	0		0	
EBT	4	6400	1750	.280*	890	.145*
EBR	0	0	40		40	
WBL	1	1600	90	.056*	100	.063*
WBT	1	1600	330	.206	260	.163
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .475 .435

26. NewportNB&22nd

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0.5		90		120	
NBT	3.5	6400	1020	.180*	770	.155*
NBR	0		40		100	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3200	1710	.534*	870	.272*
EBT	2	3200	380	.119	680	.213
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1.5	4800	330	.150*	240	.100*
WBR	1.5		390		240	

TOTAL CAPACITY UTILIZATION .864 .527

27. Whittier&19th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10		70	
NBT	1	1600	10	.106*	10	.244*
NBR	0	0	150		310	
SBL	0	0	10	{.006}*	10	{.006}*
SBT	1	1600	10	.019	10	.019
SBR	0	0	10		10	
EBL	1	1600	0	.000	10	.006
EBT	~~1~~ 2	1600	880	.644*	530	.419*
EBR	0	0	150		140	
WBL	1	1600	140	.088*	170	.106*
WBT	~~1~~ 2	1600	510	.325	790	.500
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION ~~.844~~ .522 ~~.775~~ .566

28. Monrovia&19th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	30	{.019}*
NBT	1	1600	10	.013	20	.031
NBR	1	1600	130	.081	260	.163
SBL	0	0	60		30	
SBT	1	1600	30	.069*	10	.044*
SBR	0	0	20		30	
EBL	1	1600	10	.006	40	.025*
EBT	~~1~~ 2	1600	800	.588*	610	.462
EBR	0	0	140		130	
WBL	1	1600	140	.088*	100	.063
WBT	~~1~~ 2	1600	570	.369	820	.544*
WBR	0	0	20		50	
Right Turn Adjustment			NBR	.043*	NBR	.119*

TOTAL CAPACITY UTILIZATION ~~.794~~ .500 ~~.751~~ .479

29. Placentia&19th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044*	60	.038
NBT	2	3200	500	.156	740	.231*
NBR	1	1600	100	.063	140	.088
SBL	1	1600	70	.044	50	.031*
SBT	2	3200	540	.169*	420	.131
SBR	1	1600	250	.156	150	.094
EBL	2	3200	270	.084	270	.084*
EBT	2	3200	830	.259*	470	.147
EBR	1	1600	80	.050	60	.038
WBL	2	3200	210	.066*	130	.041
WBT	2	3200	280	.088	730	.228*
WBR	1	1600	60	.038	100	.063

TOTAL CAPACITY UTILIZATION .538 .574

30. Pomona&19th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	20	.013
NBT	1	1600	40	.088*	260	.306*
NBR	0	0	100		230	
SBL	1	1600	200	.125*	60	.038*
SBT	1	1600	80	.069	130	.125
SBR	0	0	30		70	
EBL	1	1600	20	.013	30	.019
EBT	2	3200	900	.284*	830	.269*
EBR	0	0	10		30	
WBL	1	1600	120	.075*	180	.113*
WBT	2	3200	570	.188	970	.331
WBR	0	0	30		90	

TOTAL CAPACITY UTILIZATION .572 .726

31. Anaheim&19th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	20	.013	60	.038
NBT	1	1600	30	.088*	60	.150*
NBR	0	0	110		180	
SBL	1	1600	70	.044*	70	.044*
SBT	1	1600	40	.044	50	.056
SBR	0	0	30		40	
EBL	1	1600	40	.025	50	.031
EBT	2	3200	1170	.372*	1120	.362*
EBR	0	0	20		40	
WBL	1	1600	110	.069*	190	.119*
WBT	2	3200	800	.250	1150	.359
WBR	1	1600	40	.025	120	.075

TOTAL CAPACITY UTILIZATION .573 .675

32. Park&19th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	50	.016*	120	.038*
NBT	0	0	0		0	
NBR	1	1600	110	.069	150	.094
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1600	10	.006	20	.013
EBT	2	3200	1270	.397*	1230	.384*
EBR	1	1600	60	.038	70	.044
WBL	1	1600	100	.063*	190	.119*
WBT	3	4800	870	.181	1310	.273
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.053*	NBR	.056*

TOTAL CAPACITY UTILIZATION .529 .597

33. Harbor&19th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	80	.050
NBT	3	4800	280	.063*	440	.098*
NBR	0	0	20		30	
SBL	1	1600	190	.119*	260	.163*
SBT	3	4800	460	.121	660	.173
SBR	0	0	120		170	
EBL	2	3200	90	.028	360	.113*
EBT	3	4800	1360	.292*	990	.223
EBR	0	0	40		80	
WBL	1	1600	30	.019*	190	.119
WBT	3	4800	830	.173	1210	.252*
WBR	1	1600	220	.138	270	.169

TOTAL CAPACITY UTILIZATION .493 .626

34. Newport&19th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	30	.019
NBT	4	6400	3320	.520*	3160	.498*
NBR	0	0	10		30	
SBL	1	1600	280	.175*	330	.206*
SBT	3.5	8000	3010	.470	3890	.653
SBR	1.5		690	.431	1330	
EBL	2.5		1370	.285*	1030	.215*
EBT	1.5	6400	210	.131	190	.119
EBR	1	1600	10	.006	10	.006
WBL	1	1600	20	.013	40	.025
WBT	2.5	6400	230	.072*	500	.106*
WBR	1.5		320	.100	180	

Right Turn Adjustment WBR .028*
Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION 1.080 1.025

35. Newport&Broadway

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	10	.006*
NBT	4	6400	3270	.516	3130	.505
NBR	0	0	30		100	
SBL	1	1600	50	.031	100	.063
SBT	3	4800	2980	.621*	3770	.785*
SBR	1	1600	10	.006	70	.044
EBL	0	0	10		30	
EBT	1	1600	10	.013*	20	.031*
EBR	1	1600	10	.006	20	.013
WBL	1	1600	80	.050*	80	.050*
WBT	1	1600	10	.044	20	.050
WBR	0	0	60		60	

TOTAL CAPACITY UTILIZATION .690 .872

36. Newport&Harbor

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	270	.084*	660	.206*
NBT	4	6400	3240	.506	3070	.480
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	2970	.640*	3760	.806*
SBR	0	0	100		110	
EBL	1	1600	70	.044*	170	.106*
EBT	0	0	0		0	
EBR	2	3200	460	.144	530	.166
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	

Right Turn Adjustment EBR .016*
Note: Assumes Right-Turn Overlap for EBR

TOTAL CAPACITY UTILIZATION .784 1.118

37. Newport&18th/Rochester

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044*	120	.075*
NBT	4	6400	3140	.492	2980	.467
NBR	0	0	10		10	
SBL	1	1600	90	.056	130	.081
SBT	3	4800	2990	.623*	3950	.823*
SBR	1	1600	210	.131	210	.131
EBL	2	3200	280	.088*	310	.097*
EBT	1	1600	80	.050	80	.050
EBR	1	1600	30	.019	50	.031
WBL	1	1600	10	.006	20	.013
WBT	1	1600	70	.069*	130	.094*
WBR	0	0	40		20	

Note: Assumes E/W Split Phasing

TOTAL CAPACITY UTILIZATION .824 1.089

38. Placentia&18th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006*	10	.006
NBT	2	3200	540	.175	890	.291*
NBR	0	0	20		40	
SBL	1	1600	40	.025	40	.025*
SBT	2	3200	700	.259*	550	.194
SBR	0	0	130		70	
EBL	1	1600	70	.044*	50	.031*
EBT	1	1600	220	.150	190	.131
EBR	0	0	20		20	
WBL	1	1600	30	.019	10	.006
WBT	1	1600	200	.150*	120	.131*
WBR	0	0	40		90	

TOTAL CAPACITY UTILIZATION .459 .478

39. Whittier&17th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40	{.025}*	70	{.044}*
NBT	1	1600	10	.038	10	.056
NBR	0	0	10		10	
SBL	0	0	10		10	
SBT	1	1600	10	.056*	10	.075*
SBR	0	0	70		100	
EBL	0	0	40		80	{.050}*
EBT	1	1600	450	.319*	390	.319
EBR	0	0	20		40	
WBL	0	0	10	{.006}*	10	
WBT	1	1600	270	.181	540	.350*
WBR	0	0	10		10	

TOTAL CAPACITY UTILIZATION .406 .519

40. Monrovia&17th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	10	{.006}*	10	
NBT	1	1600	40	.050	140	.131*
NBR	0	0	30		60	
SBL	0	0	70		80	{.050}*
SBT	1	1600	80	.100*	30	.075
SBR	0	0	10		10	
EBL	0	0	10		10	{.006}*
EBT	1	1600	300	.200*	360	.237
EBR	0	0	10		10	
WBL	0	0	60	{.037}*	30	
WBT	1	1600	120	.188	280	.250*
WBR	0	0	120		90	

TOTAL CAPACITY UTILIZATION .343 .437

41. Placentia&17th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	10	.006
NBT	2	3200	360	.131*	430	.172*
NBR	0	0	60		120	
SBL	1	1600	190	.119*	130	.081*
SBT	2	3200	360	.138	300	.131
SBR	0	0	80		120	
EBL	1	1600	50	.031	60	.038*
EBT	2	3200	370	.119*	440	.144
EBR	0	0	10		20	
WBL	1	1600	40	.025*	90	.056
WBT	2	3200	260	.103	370	.203*
WBR	0	0	70		280	

TOTAL CAPACITY UTILIZATION .394 .494

42. Pomona&17th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	40	{.025}*	20	
NBT	1	1600	50	.063	110	.088*
NBR	0	0	10		10	
SBL	0	0	30		10	{.006}*
SBT	1	1600	110	.125*	60	.081
SBR	0	0	60		60	
EBL	1	1600	50	.031	120	.075*
EBT	1	1600	500	.344*	480	.313
EBR	0	0	50		20	
WBL	1	1600	20	.013*	10	.006
WBT	1	1600	330	.206	600	.375*
WBR	1	1600	10	.006	60	.038

TOTAL CAPACITY UTILIZATION .507 .544

43. Superior&17th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.031	120	.075
NBT	0.5	3200	150	.288*	240	.278*
NBR	1.5		770		650	
SBL	1	1600	50	.031*	60	.038*
SBT	2	3200	280	.113	420	.166
SBR	0	0	80		110	
EBL	1	1600	20	.013	60	.038
EBT	2	3200	770	.256*	660	.231*
EBR	0	0	50		80	
WBL	1	1600	360	.225*	400	.250*
WBT	2	3200	440	.141	650	.219
WBR	0	0	10		50	

TOTAL CAPACITY UTILIZATION .800 .797

44. Newport&17th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	70	.044*
NBT	4	6400	2140	.372*	2130	.359
NBR	0	0	240		170	
SBL	2	3200	590	.184*	740	.231
SBT	3	4800	2240	.467	2810	.585*
SBR	1	1600	410	.256	410	.256
EBL	3	4800	860	.179*	800	.167*
EBT	2	3200	620	.197	580	.191
EBR	0	0	10		30	
WBL	2	3200	150	.047	310	.097
WBT	3	4800	390	.081*	620	.129*
WBR	1	1600	150	.094	210	.131
Right Turn Adjustment			WBR	.013*	WBR	.002*

TOTAL CAPACITY UTILIZATION .829 .927

45. Orange&17th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	120	.075	200	.125
NBT	1	1600	230	.144*	290	.181*
NBR	1	1600	20	.013	40	.025
SBL	1	1600	100	.063*	210	.131*
SBT	1	1600	150	.094	230	.144
SBR	1	1600	210	.131	290	.181
EBL	1	1600	220	.138*	260	.163*
EBT	3	4800	850	.177	660	.138
EBR	1	1600	120	.075	190	.119
WBL	1	1600	30	.019	70	.044
WBT	3	4800	380	.079*	650	.135*
WBR	1	1600	120	.075	190	.119

TOTAL CAPACITY UTILIZATION .424 .610

46. SantaAna&17th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	60	.038	110	.069
NBT	1	1600	210	.131*	230	.144*
NBR	1	1600	60	.038	90	.056
SBL	1	1600	130	.081*	180	.113*
SBT	1	1600	140	.088	240	.150
SBR	1	1600	40	.025	90	.056
EBL	1	1600	30	.019	100	.063*
EBT	3	4800	890	.185*	680	.142
EBR	1	1600	20	.013	50	.031
WBL	1	1600	50	.031*	140	.088
WBT	3	4800	490	.102	890	.185*
WBR	1	1600	100	.063	180	.113

TOTAL CAPACITY UTILIZATION .428 .505

47. Tustin&17th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	50	.031	80	.050
NBT	1	1600	190	.119*	200	.125*
NBR	1	1600	90	.056	100	.063
SBL	1	1600	60	.038*	130	.081*
SBT	1	1600	110	.069	160	.100
SBR	1	1600	20	.013	20	.013
EBL	1	1600	20	.013	30	.019*
EBT	2	3200	810	.253*	830	.259
EBR	1	1600	50	.031	40	.025
WBL	1	1600	50	.031*	120	.075
WBT	2	3200	580	.181	1110	.347*
WBR	1	1600	30	.019	140	.088

TOTAL CAPACITY UTILIZATION .441 .572

48. Irvine&Westcliff

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3200	100	.031	290	.091*
NBT	2	3200	980	.322*	760	.244
NBR	0	0	50		20	
SBL	2	3200	230	.072*	60	.019
SBT	2	3200	700	.269	900	.425*
SBR	0	0	160		460	
EBL	2	3200	340	.106*	320	.100*
EBT	2	3200	440	.166	530	.213
EBR	0	0	90		150	
WBL	1	1600	30	.019	90	.056
WBT	2	3200	410	.144*	870	.294*
WBR	0	0	50		70	

TOTAL CAPACITY UTILIZATION .644 .910

49. Placentia&16th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	70	.044*	50	.031
NBT	2	3200	380	.125	510	.163*
NBR	0	0	20		10	
SBL	1	1600	30	.019	20	.013*
SBT	2	3200	340	.128*	390	.134
SBR	0	0	70		40	
EBL	1	1600	30	.019	90	.056*
EBT	1	1600	80	.069*	50	.056
EBR	0	0	30		40	
WBL	1	1600	10	.006*	20	.013
WBT	1	1600	60	.050	80	.063*
WBR	0	0	20		20	

TOTAL CAPACITY UTILIZATION .247 .295

50. Pomona&16th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	60	.038	70	.044
SBT	1	1600	60	.050*	70	.063*
SBR	0	0	20		30	
EBL	0.5		20	{.012}*	30	{.019}*
EBT	1.5	3200	190	.069	50	.034
EBR	0		10		30	
WBL	0	0	0		0	
WBT	1	1600	115	.156*	90	.125*
WBR	0	0	135		110	

add to #58

TOTAL CAPACITY UTILIZATION .218 .207

51. Newport&16th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	30	.019	20	.013*
NBT	3	4800	2320	.496*	2270	.481
NBR	0	0	60		40	
SBL	1	1600	60	.038*	90	.056
SBT	3	4800	2280	.475	3000	.625*
SBR	1	1600	60	.038	50	.031
EBL	0	0	30	{.019}*	40	{.025}*
EBT	1	1600	60	.063	70	.088
EBR	0	0	10		30	
WBL	0	0	30		30	
WBT	1	1600	130	.131*	50	.088*
WBR	0	0	50		60	

TOTAL CAPACITY UTILIZATION .684 .751

52. Bluff&Victoria

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	480	.300*	600	.375*
NBT	0	0	0		0	
NBR	1	1600	110	.069	80	.050
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1290	.581*	810	.428*
EBR	0	0	570		560	
WBL	1	1600	70	.044*	100	.063*
WBT	2	3200	740	.231	1520	.475
WBR	0	0	0		0	

TOTAL CAPACITY UTILIZATION .925 .866

53. Bluff&19th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	190	.119*	420	.263*
NBT	2	3200	440	.153	540	.181
NBR	0	0	50		40	
SBL	1	1600	120	.075	120	.075
SBT	2	3200	510	.163*	510	.169*
SBR	0	0	10		30	
EBL	1	1600	40	.025	10	.006*
EBT	2	3200	710	.344*	490	.241
EBR	0	0	390		280	
WBL	1	1600	20	.013*	60	.038
WBT	2	3200	400	.159	780	.284*
WBR	0	0	110		130	

TOTAL CAPACITY UTILIZATION .639 .722

54. Bluff&17th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	10	.006
NBT	2	3200	390	.159*	550	.222*
NBR	0	0	120		160	
SBL	1	1600	330	.206*	220	.138*
SBT	2	3200	470	.153	470	.166
SBR	0	0	20		60	
EBL	0	0	60		40	
EBT	1	1600	150	.137*	100	.094*
EBR	0	0	10		10	
WBL	1	1600	120	.075*	210	.131*
WBT	1	1600	60	.038	230	.144
WBR	1	1600	170	.106	280	.175

TOTAL CAPACITY UTILIZATION .577 .585

55. Bluff&16th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	0	.000	0	.000
NBT	2	3200	390	.134*	550	.181*
NBR	0	0	40		30	
SBL	1	1600	110	.069*	80	.050*
SBT	2	3200	460	.144	500	.156
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	1	1600	0	.000	0	.000
EBR	0	0	0		0	
WBL	0	0	20		30	
WBT	1	1600	0	.050*	0	.094*
WBR	0	0	60		120	

TOTAL CAPACITY UTILIZATION .253 .325

56. Bluff&15th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	30	.019
NBT	2	3200	360	.144*	480	.153*
NBR	0	0	100		10	
SBL	1	1600	70	.044*	60	.038*
SBT	2	3200	400	.128	450	.147
SBR	0	0	10		20	
EBL	1	1600	20	.013	20	.013*
EBT	2	3200	250	.088*	260	.088
EBR	0	0	30		20	
WBL	1	1600	20	.013*	0	.000
WBT	2	3200	190	.075	370	.141*
WBR	0	0	50		80	

TOTAL CAPACITY UTILIZATION .289 .345

57. 17th&Coast

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	90	.028*	150	.047*
SBT	0	0	0		0	
SBR	2	3200	170	.053	290	.091
EBL	2	3200	240	.075	230	.072*
EBT	3	4800	3260	.679*	1840	.383
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1140	.238	3250	.677*
WBR	1	1600	90	.056	160	.100

Note: Assumes N/S Split Phasing
Note: Assumes Right-Turn Overlap for SBR

TOTAL CAPACITY UTILIZATION .707 .796

50/ 58. Superior&16th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	1	1600	10	.006	40	.025*
NBT	2	3200	950	.322*	830	.272
NBR	0	0	80		40	
SBL	1	1600	40	.025*	20	.013
SBT	2	3200	670	.241	920	.313*
SBR	0	0	100		80	
EBL	1	1600	20	.013	20	.013*
EBT	1	1600	230	.144*	100	.063
EBR	1	1600	0	.000	0	.000
WBL	0	0	50	{.031}*	50	
WBT	1	1600	140	.119	80	.081*
WBR	1	1600	10	.006	10	.006

TOTAL CAPACITY UTILIZATION .522 .432

+.050 +.063

.572 .495

59. 17th&15th

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	1	1600	60	.038*	110	.069*
NBR	1	1600	270	.169	280	.175
SBL	1	1600	30	.019*	20	.013*
SBT	1	1600	60	.038	60	.038
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	200	.125*	380	.238*
WBT	0	0	0		0	
WBR	1	1600	10	.006	40	.025
Right Turn Adjustment			NBR	.131*	NBR	.106*
TOTAL CAPACITY UTILIZATION				.313		.426

60. Bluff&Coast

Banning Ranch W/Project & MPAH w/bridge 9BR15a

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	390	.122*	340	.106*
SBT	0	0	0		0	
SBR	2	3200	60	.019	130	.041
EBL	2	3200	160	.050	110	.034*
EBT	3	4800	3190	.665*	1880	.392
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	1170	.244	3280	.683*
WBR	1	1600	310	.194	410	.256
Note: Assumes N/S Split Phasing						
TOTAL CAPACITY UTILIZATION				.787		.823

Attachment B

GP - 15

General Plan Buildout - with Project - with MPAH and with 19th Street Bridge

Intersection Analysis With Additional Needed Improvements Not Previously Identified

9. NewportBl.(W)&CoastHw.

Banning Ranch W/Proj & MPAH w/bridge 9BR15a Imp

	LANES	CAPACITY	AM PK HOUR VOL	AM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3200	360	.113*	550	.172*
SBT	0	0	0		0	
SBR	1	1600	550	.344	440	.275
EBL	0	0	0		0	
EBT	3	4800	2640	.550*	1980	.413
EBR	1	1600	140	.088	170	.106
WBL	0	0	0		0	
WBT	3	4800	1450	.302	2760	.575*
WBR	f		410		660	
Right Turn Adjustment			SBR	.231*	SBR	.103*

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .894 .850

APPENDIX J

MPAH NETWORK ALTERNATIVE

ALTERNATIVES ANALYSIS
BUILD-OUT WITH PROJECT – MPAH NETWORK ALTERNATIVE

INTRODUCTION

This analysis has been conducted to evaluate traffic conditions at General Plan Build-out, assuming development of the proposed Newport Banning Ranch project and assuming that the transportation network in the project vicinity is built out in strict accordance with the County of Orange Master Plan of Arterial Highways (MPAH). This alternative is referred to as the MPAH Network Alternative. The MPAH Network Alternative assumes the same development levels as the proposed Newport Banning Ranch project, but assumes that the roadway system within and in the immediate vicinity of the Banning Ranch property is completed as shown on the MPAH.

A discussion of the differences between the transportation network shown on the MPAH, the transportation network shown on the City of Newport Beach Master Plan of Streets and Highways, and the transportation network proposed by the Newport Banning Ranch project is provided in the following paragraphs.

THE ORANGE COUNTY MPAH

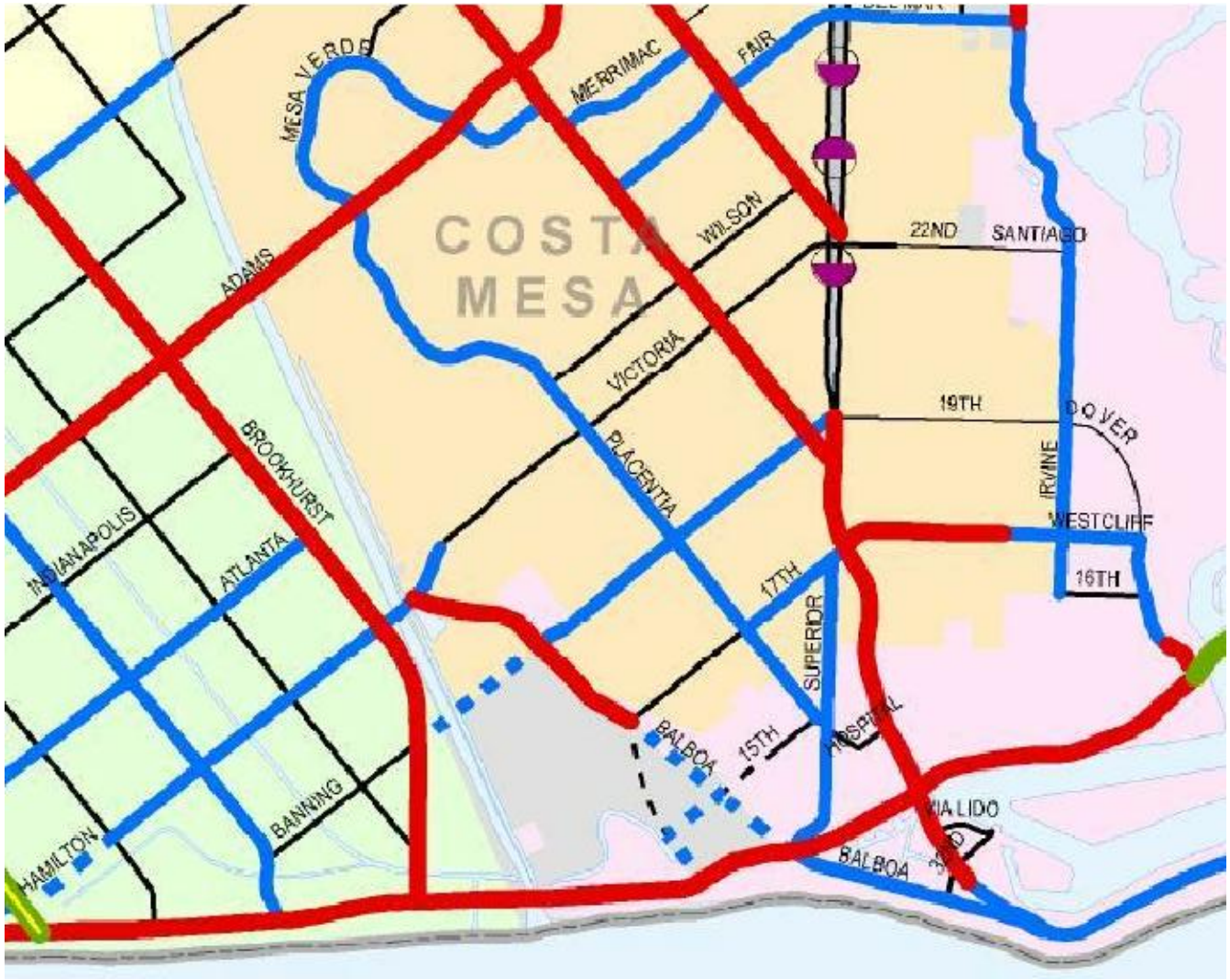
The Orange County MPAH is an adopted county-wide circulation plan that depicts the transportation infrastructure that will be needed to serve the mobility needs of the County at Build-out. The MPAH is administered by the Orange County Transportation Authority (OCTA).

The MPAH network within the Banning Ranch property and surrounding area is shown on **Figure A**. The City of Newport Beach Master Plan of Streets and Highways in the City's Circulation Element of the General Plan is provided on **Figure B**. The proposed network within the Banning Ranch property, as proposed by the Newport Banning Ranch project, is shown on **Figure C**.

In order for an incorporated city in Orange County to be eligible for Measure M sales tax funding for transportation improvements on the MPAH system, the Circulation Element for that City must be consistent with the County MPAH.

Review of Figures A, B, and C shows that both the County MPAH and the City's Circulation Element both reflect two roadway connections to West Coast Highway through the Newport Banning Ranch project site. The Newport Banning Ranch development proposes changes to the circulation system which would require changes to the City's Circulation Element and the MPAH, including deletion of the second connection to West Coast Highway through the project site. A comparison of the designations for each affected roadway segment as shown on the MPAH and as proposed by the Newport Banning Ranch project is provided on **Table A**.

NOT TO SCALE



LEGEND:

Green = Principal (8-Lane Divided)
Red = Major (6-Lane Divided)
Blue = Primary (4-Lane Divided)
Black = Secondary (4-Lane Undivided)
Dashed = Proposed alignment

FIGURE A
MPAH NETWORK ALTERNATIVE

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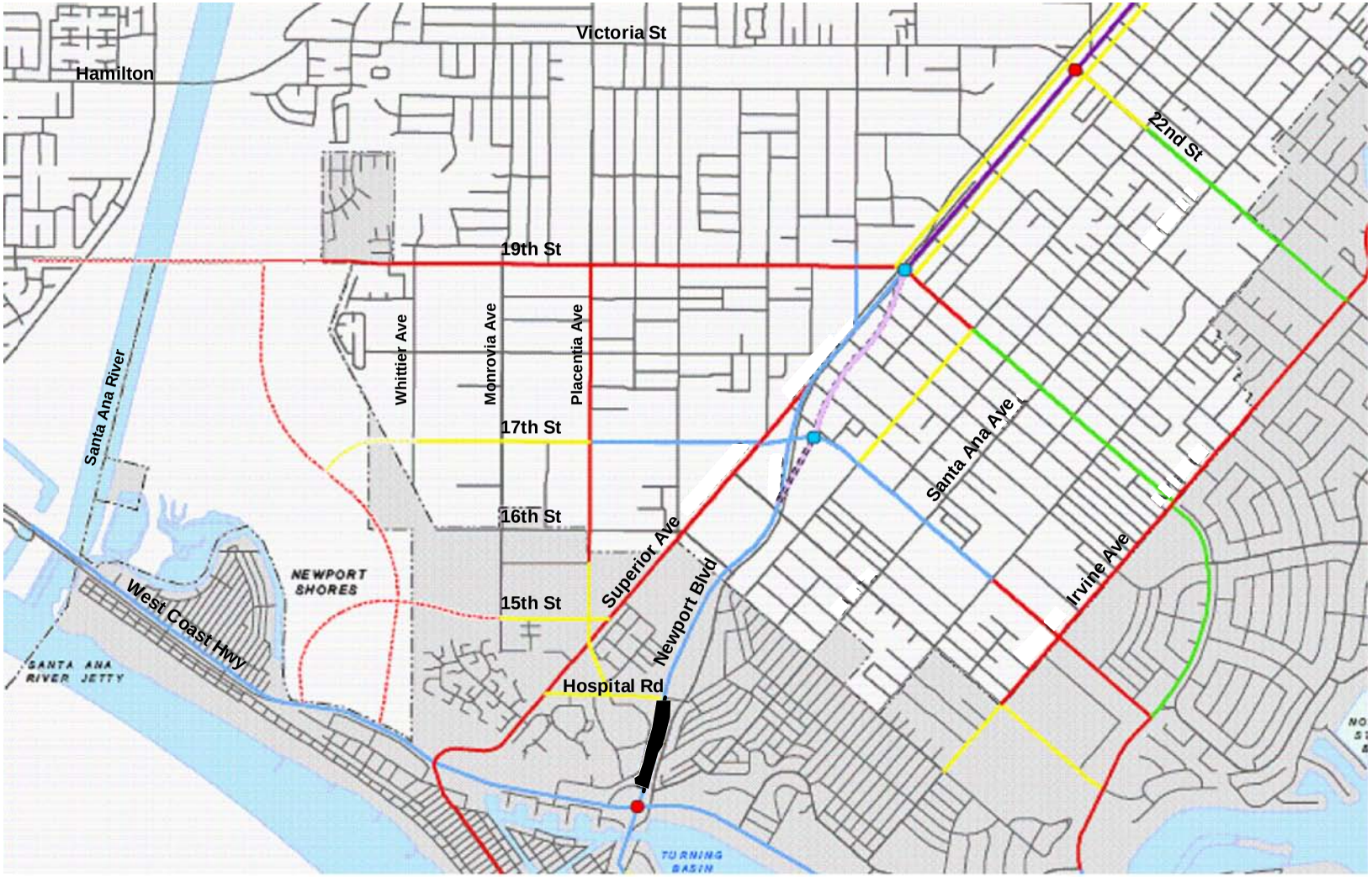
Kimley–Horn and Associates, Inc.



NOT TO SCALE

LEGEND:

Blue = Major (6-Lane Divided)
Red = Primary (4-Lane Divided)
Yellow = Secondary (4-Lane Undivided)
Green = Commuter (2-Lane Undivided)
Dashed = Roadway not yet built

FIGURE B
CITY OF NEWPORT BEACH
MASTER PLAN OF STREETS AND HIGHWAYS

Kimley–Horn and Associates, Inc.

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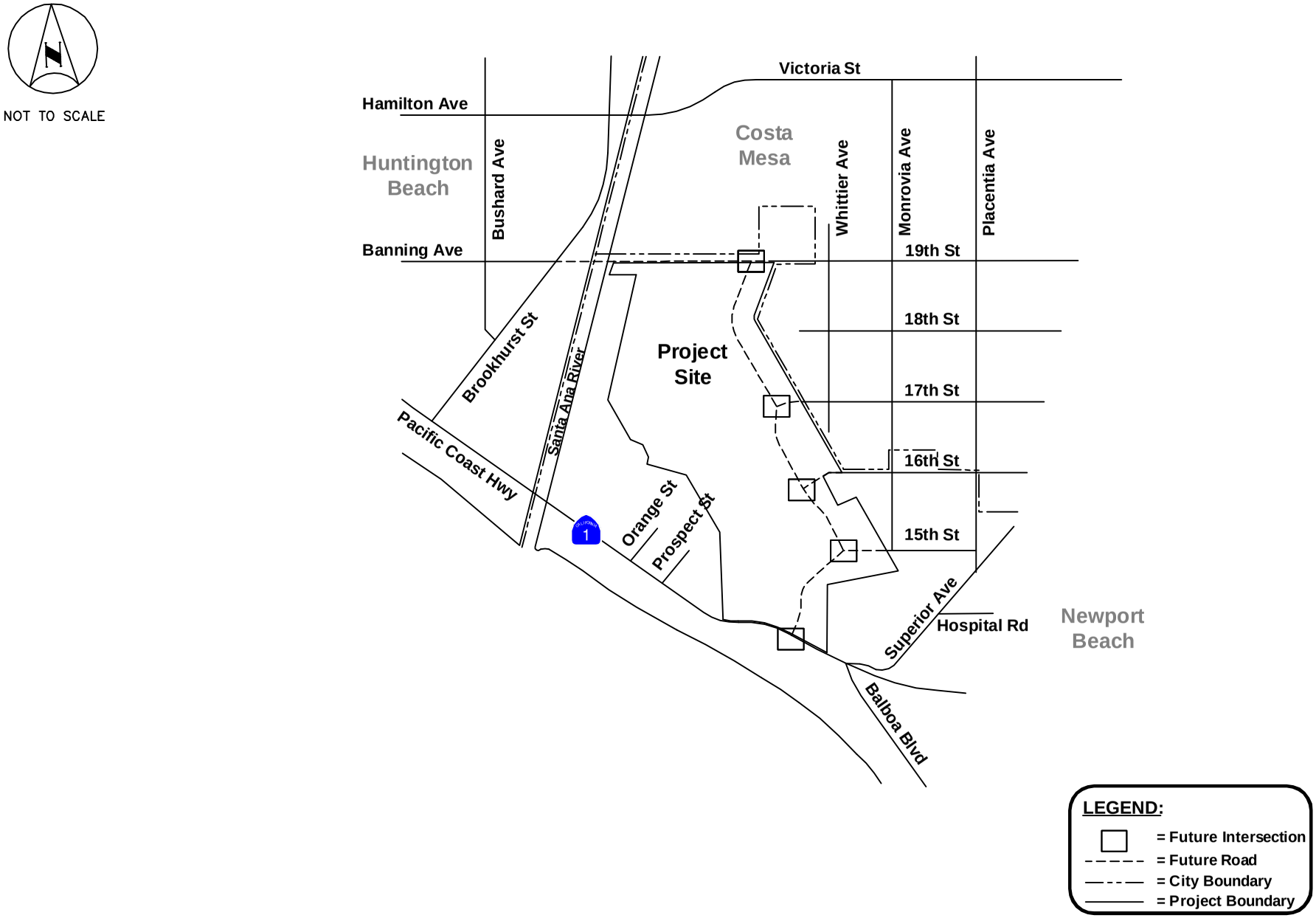

FIGURE C
NETWORK PROPOSED BY NEWPORT BANNING RANCH PROJECT

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TABLE A

NEWPORT BANNING RANCH
COMPARISON OF ARTERIAL HIGHWAY DESIGNATIONS

Street Segment	County MPAH	NBR Project Proposal
Bluff Road		
W. Coast Highway to 15th Street	Primary	Primary
15th Street to 17th Street	Primary	Primary
17th Street to Development Boundary	Major	Primary *
Development Boundary to 19th Street	Major	Primary *
17th Street		
Bluff Road to West Coast Highway	Secondary / Primary	Local Access * [1]
Bluff Road to East Project Boundary	Secondary	Secondary
15th Street		
Bluff Road to 17th Street	Primary	No Roadway *
Bluff Road to East Project Boundary	Secondary	Primary *

* Represents a change from the Orange County MPAH

[1] Does not connect to West Coast Highway

If the Newport Banning Ranch project is approved as proposed, the City of Newport Beach would undertake a cooperative study with OCTA and adjacent cities to process an amendment to the MPAH. Upon approval of the MPAH amendment, the City of Newport Beach would amend its own Circulation Element to reflect the MPAH transportation network, to achieve consistency between the plans. The results of this MPAH Network Alternative analysis would serve as the initial basis for reviewing and processing the City's MPAH Amendment request.

ALTERNATIVES ASSUMPTIONS

General Plan Build-out peak hour traffic forecasts were developed by Urban Crossroads using the city's Newport Beach Traffic Model (NBTM). The model assumes build-out of the area and the region according to the General Plans of the City of Newport Beach and surrounding jurisdictions.

The results of the model runs for the following scenarios are summarized in this report:

1. General Plan Build-out with Proposed Project:
   A. With the 19th Street Bridge over the Santa Ana River
   B. Without the 19th Street Bridge

2. General Plan Build-out – MPAH Network Alternative:
   A. With the 19th Street Bridge over the Santa Ana River
   B. Without the 19th Street Bridge

Network Assumptions

For the Proposed Project with 19th Street Bridge (Scenario 1A) analysis, the NBTM network assumes build-out of local arterials in accordance with MPAH, with the exception of the roadways on the project site. Project-specific model runs were conducted to reflect the proposed project network, which does not reflect the full MPAH improvements on the Banning Ranch property. For Scenario 1B, the network is the same as for Scenario 1A, except the 19th Street Bridge over the Santa Ana River is not assumed.

For the MPAH Network Alternative (Scenario 2A) analysis, the NBTM network assumes full build-out of local arterials in accordance with the MPAH, including full MPAH improvements within the Banning Ranch property. For Scenario 2B, the network is the same as for Scenario 2A, except the 19th Street Bridge over the Santa Ana River is not assumed.

Trip Generation

Project trip generation estimates for the Newport Banning Ranch project are provided on **Table B.** All scenarios assume full development of the proposed Newport Banning Ranch project as shown on the project site plan. Trip generation estimates for the MPAH Network Alternative are the same as the trip generation estimates for the Proposed Project.

Trip Distribution

Project trip distribution is based on the assignment of trips from the project zones to the surrounding street system using the Newport Beach Traffic Model. Distribution of the project trips for the MPAH Network Alternative assumes that the street system throughout the Newport Banning Ranch property would be as currently shown on the MPAH. Distribution of the project trips for the Proposed Project assumes that the street system within the Banning Ranch property would be as shown on the Newport Banning Ranch site plan.

GENERAL PLAN BUILD-OUT FORECAST CONDITIONS

Scenario 1A – General Plan Build-out – Proposed Project with 19th Street Bridge

Scenario 1A assumes build-out of all General Plan land uses consistent with the General Plan of the City of Newport Beach and surrounding jurisdictions, including the proposed Newport Banning Ranch project. **Table C** summarizes peak hour intersection operations for General Plan Build-out with Project with the 19th Street Bridge. The following study intersections would operate deficiently.

Huntington Beach Intersection (s):

- 19. Magnolia Street at Pacific Coast Highway (PM: LOS F)

Costa Mesa Intersection (s):

- 34. Newport Boulevard at 19th Street (AM: LOS F, PM: LOS F)
- 36. Newport Boulevard at Harbor Boulevard (PM: LOS F)
- 37. Newport Boulevard at 18th Street/Rochester Street (PM: LOS F)
- 44. Newport Boulevard at 17th Street (PM: LOS E)
- 48. Irvine Avenue at 17th Street (PM: LOS E)

The deficient study intersections for this scenario are shown on **Figure D.**

TABLE B
SUMMARY OF PROJECT TRIP GENERATION
NEWPORT BANNING RANCH

TRIP RATES

Land Use	ITE Code	Trips per	Trip Generation Rates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single-Family Detached Housing	210	DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Residential Condominium/Townhouse	230	DU	5.81	0.07	0.37	0.44	0.35	0.17	0.52
Resort Hotel [1]	330	Room	4.90	0.22	0.09	0.31	0.18	0.24	0.42
Park [2]	412	Acre	2.28	0.01	0.00	0.01	0.02	0.04	0.06
Soccer Complex	488	Field	71.33	0.70	0.70	1.40	14.26	6.41	20.67
Tennis Courts	490	Court	31.04	0.84	0.84	1.68	1.94	1.94	3.88
Shopping Center [3]	820	KSF	Equation - See Below						

PROJECT TRIP GENERATION

Project Area	Land Use	Units		Trip Generation Estimates						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
South Family Village	Single-Family Detached Housing	141	DU	1,349	27	79	106	90	52	142
	Park	28	Acre	64	0	0	0	1	1	2
	Soccer Complex	4	Fields	285	3	3	6	57	26	83
	Tennis Courts	6	Courts	186	5	5	10	12	12	24
	Subtotal			**1,884**	**35**	**87**	**122**	**160**	**91**	**251**
Resort Colony	Residential Condominium/Townhouse	87	DU	505	6	32	38	30	15	45
	Resort Hotel	75	Rooms	368	17	7	24	14	18	32
	Subtotal			**873**	**23**	**39**	**62**	**44**	**33**	**77**
North Family Village	Single-Family Detached Housing	282	DU	2,699	54	158	212	180	104	284
	Residential Condominium/Townhouse	135	DU	784	9	50	59	47	23	70
	Subtotal			**3,483**	**63**	**208**	**271**	**227**	**127**	**354**
Urban Colony	Residential Condominium/Townhouse	730	DU	4,241	51	270	321	256	124	380
	Shopping Center	75.0	KSF	5,634	79	51	130	257	268	525
	Subtotal			**9,875**	**130**	**321**	**451**	**513**	**392**	**905**
Total Before Internal Capture/Pass-by				**16,115**	**251**	**655**	**906**	**944**	**643**	**1,587**
Internal Capture [4]				**1,126**				**55**	**55**	**110**
Pass-By Reduction for Shopping Center (10%) [5]								**23**	**24**	**47**
Total Project Trips				**14,989**	**251**	**655**	**906**	**866**	**564**	**1,430**

Source: Institute of Transportation Engineers publication "Trip Generation", 8th Edition

DU = Dwelling Unit, KSF = 1,000 Square Feet

[1] ITE Land Use Category 330 Resort Hotel does not provide a daily trip rate. ITE Land Use Category 311 - All Suites Hotel was used for daily trips.

[2] Trip generation is based on ITE Land Use County Park (Land Use 412) because this category includes peak hour trip rates.

[3] Trip rates for Shopping Center are derived from the following regression equations: T = Trip Ends, X = units in KSF

ADT: $Ln(T) = 0.65\ Ln(X) + 5.83$

AM Peak Hour: $Ln(T) = 0.59\ Ln(X) + 2.32$

PM Peak Hour: $Ln(T) = 0.67\ Ln(X) + 3.37$

[4] Source: Institute of Transportation Engineers (ITE) publication "Trip Generation Handbook". See Internal Capture Worksheets in Appendix C.

[5] Note: The ITE publication "Trip Generation Handbook" indicates pass-by for a shopping center is 34% in the PM peak hour. 10% is assumed here, for a conservative approach. Pass-by reduction is taken on balance of retail trips, after Internal Capture reduction

TABLE C
NEWPORT BANNING RANCH
SUMMARY OF INTERSECTION OPERATIONS
SCENARIO 1A - GENERAL PLAN BUILD-OUT WITH PROJECT

		Intersection	Control	AM Peak Hour		PM Peak Hour	
				ICU/ Delay	LOS	ICU/ Delay	LOS
Newport Beach	1	Monrovia Ave/16th St	S	0.37	A	0.38	A
	2	Placentia Ave/15th St	S	0.52	A	0.58	A
	3	Superior Ave/15th St	S	0.52	A	0.50	A
	4	Superior Ave/Placentia Ave	S	0.60	A	0.48	A
	5	Newport Blvd/Hospital Rd	S	0.63	B	0.75	C
	6	Orange St/W. Coast Hwy	S	0.77	C	0.81	D
	7	Prospect St/W. Coast Hwy	S	0.90	D	0.85	D
	8	Superior Ave/W. Coast Hwy	S	0.89	D	0.83	D
	9	Newport Blvd/W. Coast Hwy	S	0.89	D	0.84	D
	10	Riverside Ave/W. Coast Hwy	S	0.74	C	0.89	D
	11	Tustin Ave/W. Coast Hwy	S	0.60	A	0.83	D
	12	Dover Dr/W. Coast Hwy	S	0.79	C	0.90	D
Huntington Beach	13	Magnolia St/Hamilton Ave	S	0.74	C	0.74	C
	14	Bushard St/Hamilton Ave	S	0.53	A	0.64	B
	15	Brookhurst St/Hamilton Ave (Victoria St)	S	0.65	B	0.90	D
	16	Magnolia St/Banning Ave	S	0.63	B	0.52	A
	17	Bushard St/Banning Ave	S	0.71	C	0.78	C
	18	Brookhurst St/Banning Ave	S	0.48	A	0.54	A
	19	Magnolia St/Pacific Coast Hwy	S	0.83	D	1.19	**F**
	20	Brookhurst St/Bushard St	S	0.38	A	0.38	A
	21	Brookhurst St/Pacific Coast Hwy	S	0.77	C	0.89	D
Costa Mesa	22	Placentia Ave/Victoria St	S	0.72	C	0.80	C
	23	Pomona Ave/Victoria St	S	0.70	B	0.82	D
	24	Harbor Blvd/Victoria St	S	0.66	B	0.78	C
	25	Newport Blvd/Victoria St	S	0.48	A	0.44	A
	26	Newport Blvd /Victoria St (22nd St)	S	0.86	D	0.53	A
	27	Whittier Ave/19th St	S	0.85	D	0.78	C
	28	Monrovia Ave/19th St	S	0.81	D	0.76	C
	29	Placentia Ave/19th St	S	0.54	A	0.58	A
	30	Pomona Ave/19th St	S	0.58	A	0.74	C
	31	Anaheim Ave/19th St	S	0.59	A	0.68	B
	32	Park Ave/19th St	S	0.53	A	0.60	A
Costa Mesa	33	Harbor Blvd/19th St	S	0.50	A	0.63	B
	34	Newport Blvd/19th St	S	1.08	**F**	1.01	**F**
	35	Newport Blvd/Broadway	S	0.69	B	0.87	D
	36	Newport Blvd/Harbor Blvd	S	0.79	C	1.12	**F**
	37	Newport Blvd/18th St (Rochester St)	S	0.82	D	1.09	**F**
	38	Placentia Ave/18th St	S	0.46	A	0.48	A
	39	Whittier Ave/17th St	S	0.39	A	0.49	A
	40	Monrovia Ave/17th St	S	0.35	A	0.45	A
	41	Placentia Ave/17th St	S	0.40	A	0.50	A
	42	Pomona Ave/17th St	S	0.51	A	0.54	A
	43	Superior Ave/17th St	S	0.80	C	0.81	D
	44	Newport Blvd/17th St	S	0.83	D	0.93	**E**
	45	Orange Ave/17th St	S	0.42	A	0.62	B
	46	Santa Ana Ave/17th St	S	0.43	A	0.51	A
	47	Tustin Ave/17th St	S	0.44	A	0.58	A
	48	Irvine Ave/17th St	S	0.64	B	0.91	**E**
	49	Placentia Ave/16th St	S	0.28	A	0.31	A
	50	Superior Ave/16th St	S	0.57	A	0.50	A
	51	Newport Blvd/16th St	S	0.68	B	0.74	C
	52	Bluff Rd/Victoria St	S	0.75	C	0.72	C

TABLE C
NEWPORT BANNING RANCH
SUMMARY OF INTERSECTION OPERATIONS
SCENARIO 1A - GENERAL PLAN BUILD-OUT WITH PROJECT

Intersection			Control	AM Peak Hour		PM Peak Hour	
				ICU/ Delay	LOS	ICU/ Delay	LOS
On-Site	53	Bluff Rd/19th St	S	0.58	A	0.66	B
	54	Bluff Rd/17th St	S	0.45	A	0.57	A
	55	Bluff Rd/16th St	U	16.1	C	16.7	C
	56	Bluff Rd/15th St	S	0.42	A	0.65	B
	57	Bluff Rd/W. Coast Hwy	S	0.74	C	0.86	D

Notes:
S = Signalized, U=Unsignalized
Bold and shaded values indicate intersections operating at LOS E or F.
Intersection operation is expressed in average seconds of delay per vehicle during the peak hour for unsignalized intersections using the HCM 2000 Methodology and is expressed in volume-to-capacity (v/c) for signalized intersections using the ICU Methodology.

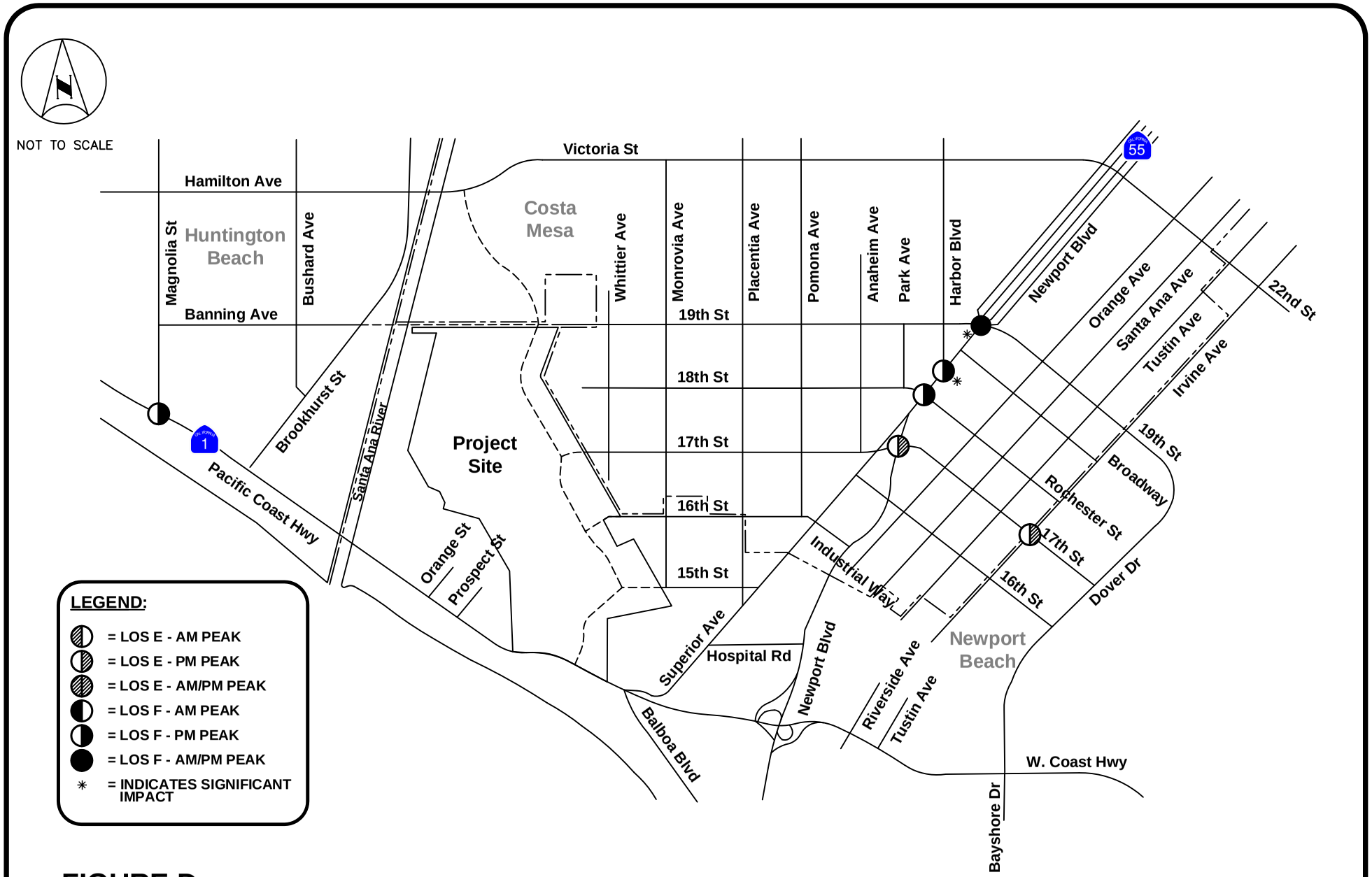

FIGURE D
DEFICIENT INTERSECTIONS - SCENARIO 1A - GENERAL PLAN BUILD-OUT WITH PROJECT WITH 19TH STREET BRIDGE

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Scenario 2A – General Plan Build-out – MPAH Alternative with 19th Street Bridge

This scenario evaluates future Build-out conditions with the project, assuming completion of the full MPAH transportation network including full MPAH network within the Banning Ranch property, and assuming the 19th Street Bridge over the Santa Ana River. Project trips were added to Build-out traffic volumes at the study intersections. Resulting peak hour intersection operations are summarized on **Table D**. With the addition of project traffic, the following study intersections would operate at an unacceptable Level of Service:

Huntington Beach Intersection(s):

- 15. Brookhurst Street at Hamilton Avenue (PM: LOS E)
- 19. Magnolia Street at Pacific Coast Highway (PM: LOS F)
- 21. Brookhurst Street at Pacific Coast Highway (PM: LOS E)

Costa Mesa Intersection(s):

- 34. Newport Boulevard at 19th Street (AM and PM: LOS F)
- 36. Newport Boulevard at Harbor Boulevard (PM: LOS F)
- 37. Newport Boulevard at 18th Street/Rochester Street (PM: LOS F)
- 44. Newport Boulevard at 17th Street (PM: LOS E)
- 48. Irvine Avenue at 17th Street (PM: LOS E)
- 52. Bluff Road at Victoria Street (AM: LOS E)

The deficient study intersections for this scenario are shown on **Figure E**.

Several of these intersections were forecasted to be deficient under the General Plan Build-out with Proposed Project scenario, assuming the transportation network as proposed by the project. This MPAH Network Alternative with 19th Street Bridge results in four additional deficient intersections:

- 15. Brookhurst Street at Hamilton Avenue
- 21. Brookhurst Street at Pacific Coast Highway
- 52. Bluff Road at Victoria Street

Review of the traffic forecasts and travel patterns for the MPAH Network Alternative with 19th Street Bridge reveals that more traffic would use Bluff Road through the project site to get between Coast Highway and the river crossings with the MPAH network in place than with the transportation network proposed by the Newport Banning Ranch project. The 17th Street connection to Coast Highway through the project site is also observed to draw traffic through the site and onto Coast Highway toward Huntington Beach and Long Beach, resulting in higher through volumes on Coast Highway and Pacific Coast Highway.

TABLE D
NEWPORT BANNING RANCH
SUMMARY OF INTERSECTION OPERATIONS
SCENARIO 2A - GENERAL PLAN BUILDOUT WITH PROJECT - MPAH NETWORK ALTERNATIVE

Intersection			AM Peak Hour		PM Peak Hour	
			ICU/ Delay	LOS	ICU/ Delay	LOS
Newport Beach	1	Monrovia Ave/16th St	0.3	A	0.3	A
	2	Placentia Ave/15th St	0.5	A	0.6	A
	3	Superior Ave/15th St	0.5	A	0.5	A
	4	Superior Ave/Placentia Ave	0.6	B	0.5	A
	5	Newport Blvd/Hospital Rd	0.6	B	0.8	C
	6	Orange St/W. Coast Hwy	0.7	C	0.8	C
	7	Prospect St/W. Coast Hwy	0.9	D	0.8	D
	8	Superior Ave/W. Coast Hwy	0.9	D	0.8	D
	9	Newport Blvd/W. Coast Hwy	1.2	**F**	0.9	D
	10	Riverside Ave/W. Coast Hwy	0.7	C	0.9	D
	11	Tustin Ave/W. Coast Hwy	0.6	A	0.8	D
	12	Dover Dr/W. Coast Hwy	0.8	C	0.9	D
Huntington Beach	13	Magnolia St/Hamilton Ave	0.7	C	0.7	C
	14	Bushard St/Hamilton Ave	0.5	A	0.6	B
	15	Brookhurst St/Hamilton Ave (Victoria St)	0.8	C	1.0	**E**
	16	Magnolia St/Banning Ave	0.6	B	0.5	A
	17	Bushard St/Banning Ave	0.7	B	0.8	C
	18	Brookhurst St/Banning Ave	0.4	A	0.5	A
	19	Magnolia St/Pacific Coast Hwy	0.8	D	1.2	**F**
	20	Brookhurst St/Bushard St	0.3	A	0.3	A
	21	Brookhurst St/Pacific Coast Hwy	0.7	C	0.9	**E**
Costa Mesa	22	Placentia Ave/Victoria St	0.7	C	0.8	D
	23	Pomona Ave/Victoria St	0.7	B	0.8	D
	24	Harbor Blvd/Victoria St	0.7	B	0.8	C
	25	Newport Blvd/Victoria St	0.5	A	0.4	A
	26	Newport Blvd /Victoria St (22nd St)	0.9	D	0.5	A
	27	Whittier Ave/19th St	0.8	D	0.8	C
	28	Monrovia Ave/19th St	0.8	C	0.8	C
	29	Placentia Ave/19th St	0.5	A	0.6	A
	30	Pomona Ave/19th St	0.6	A	0.7	C
	31	Anaheim Ave/19th St	0.6	A	0.7	B
	32	Park Ave/19th St	0.5	A	0.6	A
	33	Harbor Blvd/19th St	0.5	A	0.6	B
	34	Newport Blvd/19th St	1.1	**F**	1.0	**F**
	35	Newport Blvd/Broadway	0.7	B	0.9	D
	36	Newport Blvd/Harbor Blvd	0.8	C	1.1	**F**
	37	Newport Blvd/18th St (Rochester St)	0.8	D	1.1	**F**
	38	Placentia Ave/18th St	0.5	A	0.5	A
	39	Whittier Ave/17th St	0.4	A	0.5	A
	40	Monrovia Ave/17th St	0.3	A	0.4	A
	41	Placentia Ave/17th St	0.4	A	0.5	A
	42	Pomona Ave/17th St	0.5	A	0.5	A
	43	Superior Ave/17th St	0.8	C	0.8	C
	44	Newport Blvd/17th St	0.8	D	0.9	**E**
	45	Orange Ave/17th St	0.4	A	0.6	B
	46	Santa Ana Ave/17th St	0.4	A	0.5	A
	47	Tustin Ave/17th St	0.4	A	0.6	A
	48	Irvine Ave/17th St	0.6	B	0.9	**E**
	49	Placentia Ave/16th St	0.2	A	0.3	A
	50	Superior Ave/16th St	0.6	A	0.5	A
	51	Newport Blvd/16th St	0.7	B	0.8	C
	52	Bluff Rd/Victoria St	0.9	**E**	0.9	D

TABLE D
NEWPORT BANNING RANCH
SUMMARY OF INTERSECTION OPERATIONS
SCENARIO 2A - GENERAL PLAN BUILDOUT WITH PROJECT - MPAH NETWORK ALTERNATIVE

Intersection			AM Peak Hour		PM Peak Hour	
			ICU/ Delay	LOS	ICU/ Delay	LOS
On-Site	53	Bluff Rd/19th St	0.6	B	0.7	C
	54	Bluff Rd/17th St	0.6	A	0.6	A
	55	Bluff Rd/16th St	0.3	A	0.3	A
	56	Bluff Rd/15th St	0.3	A	0.4	A
	57	Bluff Rd/W. Coast Hwy	0.8	C	0.8	D

Notes:
S = Signalized, U=Unsignalized
Bold and shaded values indicate intersections operating at LOS E or F.
Intersection operation is expressed in volume-to-capacity (v/c) for signalized intersections using the ICU Methodology.

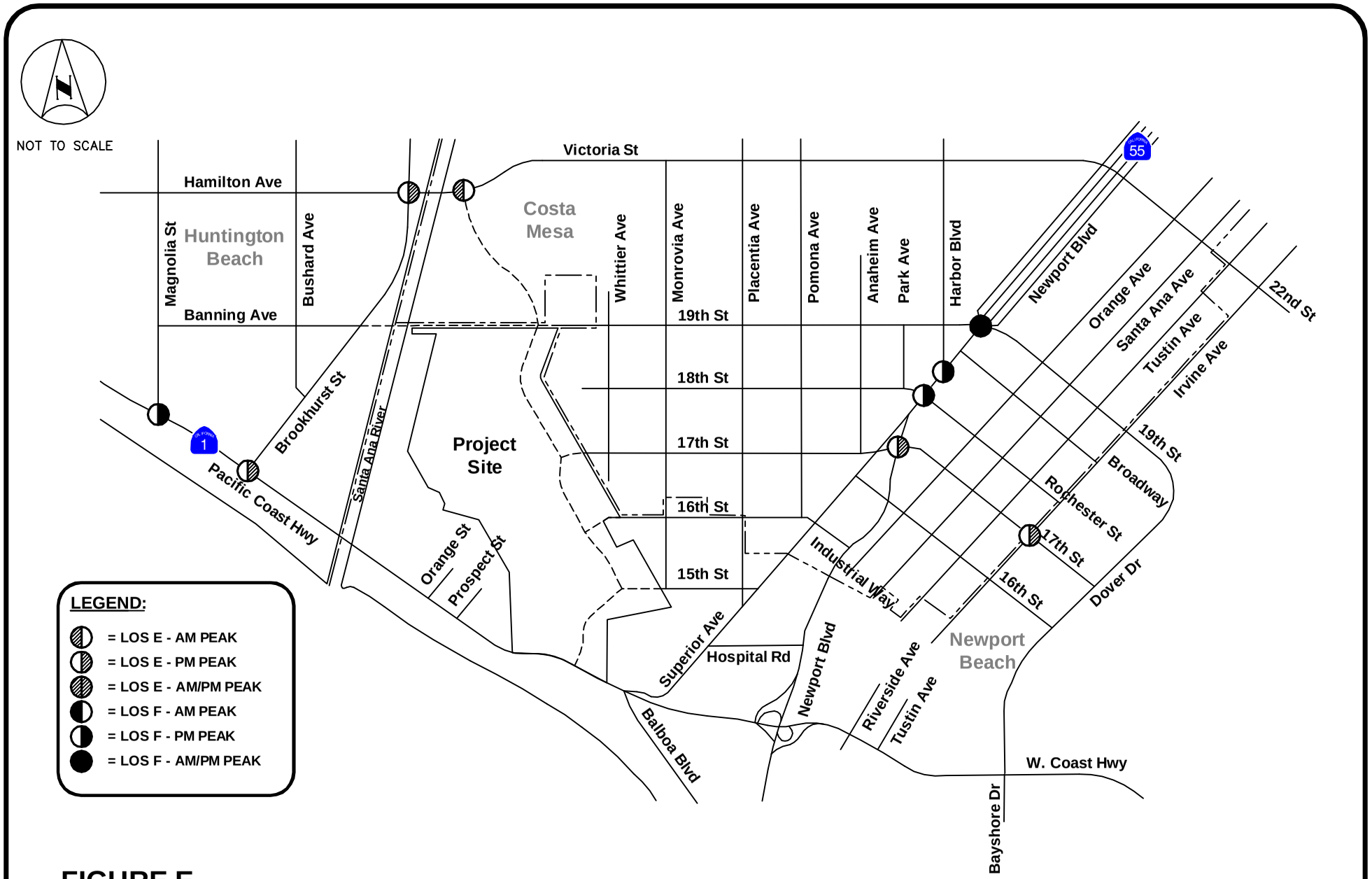

FIGURE E
DEFICIENT INTERSECTIONS - SCENARIO 2A - GENERAL PLAN BUILD-OUT MPAH NETWORK WITH 19TH STREET BRIDGE

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Scenario 1B – General Plan Build-out – Proposed Project without 19th Street Bridge

The Orange County MPAH reflects the extension of 19th Street from its current terminus in the City of Costa Mesa, over the Santa Ana River, connecting to Brookhurst Street at Banning Avenue in the City of Huntington Beach. However, since the timing of the bridge is uncertain, an analysis of future General Plan Build-out conditions with the Project, without the 19th Street Bridge is provided here for informational purposes. This scenario is the same as Scenario 1A, except that the 19th Street Bridge is not assumed. **Table E** summarizes peak hour intersection operations for General Plan Build-out with Proposed Project without the 19th Street Bridge conditions. The following study intersections would operate deficiently.

Newport Beach Intersection (s):

- 6. Orange Street at West Coast Highway (AM: LOS E, PM: LOS E)
- 7. Prospect Street at West Coast Highway (AM: LOS F, PM: LOS F)
- 8. Superior Avenue at West Coast Highway (AM: LOS E)
- 9. Newport Boulevard at West Coast Highway (AM: LOS E)
- 12. Dover Drive at West Coast Highway (PM: LOS E)
- 57. Bluff Road at West Coast Highway (PM: LOS F)

Huntington Beach Intersection (s):

- 15. Brookhurst Street at Hamilton Avenue (PM: LOS F)
- 19. Magnolia Street at PCH (PM: LOS E)
- 21. Brookhurst Street at PCH (AM: LOS E, PM: LOS E)

Costa Mesa Intersection (s):

- 34. Newport Boulevard at 19th Street (AM: LOS F, PM: LOS F)
- 36. Newport Boulevard at Harbor Boulevard (PM: LOS F)
- 37. Newport Boulevard at 18th Street/Rochester Street (PM: LOS F)
- 44. Newport Boulevard at 17th Street (PM: LOS E)
- 48. Irvine Avenue at 17th Street (PM: LOS E)
- 52. Bluff Road at Victoria (AM: LOS E, PM: LOS E)

The deficient study intersections for this scenario are shown on **Figure F**.

General Plan Build-out – MPAH Alternative without 19th Street Bridge

This scenario evaluates future Build-out conditions with the project, assuming completion of the MPAH transportation network, with the exception of the 19th Street Bridge over the Santa Ana River. Project trips were added to Build-out traffic volumes at the study intersections. Resulting peak hour intersection operations are summarized on **Table F**. With the addition of project traffic, the following study intersections would operate at an unacceptable Level of Service:

TABLE E
NEWPORT BANNING RANCH
SUMMARY OF INTERSECTION OPERATIONS
SCENARIO 1B - GENERAL PLAN BUILD-OUT WITH PROJECT - NO 19TH STREET BRIDGE

Intersection			Control	AM Peak Hour		PM Peak Hour	
				ICU/ Delay	LOS	ICU/ Delay	LOS
Newport Beach	1	Monrovia Ave/16th St	S	0.36	A	0.36	A
	2	Placentia Ave/15th St	S	0.66	B	0.70	B
	3	Superior Ave/15th St	S	0.54	A	0.53	A
	4	Superior Ave/Placentia Ave	S	0.62	B	0.63	B
	5	Newport Blvd/Hospital Rd	S	0.63	B	0.74	C
	6	Orange St/W. Coast Hwy	S	0.93	**E**	0.98	**E**
	7	Prospect St/W. Coast Hwy	S	1.07	**F**	1.04	**F**
	8	Superior Ave/W. Coast Hwy	S	0.93	**E**	0.90	D
	9	Newport Blvd/W. Coast Hwy	S	0.91	**E**	0.88	D
	10	Riverside Ave/W. Coast Hwy	S	0.75	C	0.90	D
	11	Tustin Ave/W. Coast Hwy	S	0.62	B	0.84	D
	12	Dover Dr/W. Coast Hwy	S	0.81	D	0.92	**E**
Huntington Beach	13	Magnolia St/Hamilton Ave	S	0.73	C	0.75	C
	14	Bushard St/Hamilton Ave	S	0.54	A	0.66	B
	15	Brookhurst St/Hamilton Ave (Victoria St)	S	0.81	D	1.06	**F**
	16	Magnolia St/Banning Ave	S	0.22	A	0.29	A
	17	Bushard St/Banning Ave	S	0.26	A	0.26	A
	18	Brookhurst St/Banning Ave	S	0.19	A	0.20	A
	19	Magnolia St/Pacific Coast Hwy	S	0.82	D	0.92	**E**
	20	Brookhurst St/Bushard St	S	0.39	A	0.41	A
	21	Brookhurst St/Pacific Coast Hwy	S	0.94	**E**	0.99	**E**
Costa Mesa	22	Placentia Ave/Victoria St	S	0.75	C	0.82	D
	23	Pomona Ave/Victoria St	S	0.69	B	0.83	D
	24	Harbor Blvd/Victoria St	S	0.68	B	0.80	C
	25	Newport Blvd/Victoria St	S	0.48	A	0.44	A
	26	Newport Blvd /Victoria St (22nd St)	S	0.88	D	0.53	A
	27	Whittier Ave/19th St	S	0.56	A	0.55	A
	28	Monrovia Ave/19th St	S	0.61	B	0.54	A
	29	Placentia Ave/19th St	S	0.44	A	0.51	A
	30	Pomona Ave/19th St	S	0.51	A	0.72	C
	31	Anaheim Ave/19th St	S	0.57	A	0.66	B
	32	Park Ave/19th St	S	0.50	A	0.59	A
	33	Harbor Blvd/19th St	S	0.44	A	0.61	B
	34	Newport Blvd/19th St	S	1.05	**F**	1.01	**F**
	35	Newport Blvd/Broadway	S	0.68	B	0.85	D
	36	Newport Blvd/Harbor Blvd	S	0.78	C	1.11	**F**
	37	Newport Blvd/18th St (Rochester St)	S	0.80	C	1.07	**F**
	38	Placentia Ave/18th St	S	0.48	A	0.52	A
	39	Whittier Ave/17th St	S	0.34	A	0.44	A
	40	Monrovia Ave/17th St	S	0.34	A	0.44	A
	41	Placentia Ave/17th St	S	0.44	A	0.51	A
	42	Pomona Ave/17th St	S	0.49	A	0.51	A
	43	Superior Ave/17th St	S	0.81	D	0.81	D
	44	Newport Blvd/17th St	S	0.82	D	0.92	**E**
	45	Orange Ave/17th St	S	0.43	A	0.62	B
	46	Santa Ana Ave/17th St	S	0.43	A	0.50	A
	47	Tustin Ave/17th St	S	0.44	A	0.59	A
	48	Irvine Ave/17th St	S	0.64	B	0.92	**E**
	49	Placentia Ave/16th St	S	0.38	A	0.38	A
	50	Superior Ave/16th St	S	0.58	A	0.53	A
	51	Newport Blvd/16th St	S	0.68	B	0.75	C
	52	Bluff Rd/Victoria St	S	1.00	**E**	0.97	**E**

TABLE E
NEWPORT BANNING RANCH
SUMMARY OF INTERSECTION OPERATIONS
SCENARIO 1B - GENERAL PLAN BUILD-OUT WITH PROJECT - NO 19TH STREET BRIDGE

		Intersection	Control	AM Peak Hour		PM Peak Hour	
				ICU/ Delay	LOS	ICU/ Delay	LOS
On-Site	53	Bluff Rd/19th St	S	0.41	A	0.39	A
	54	Bluff Rd/17th St	S	0.36	A	0.39	A
	55	Bluff Rd/16th St	U	3.2	A	4.0	A
	56	Bluff Rd/15th St	S	0.62	B	0.83	D
	57	Bluff Rd/W. Coast Hwy	S	0.85	D	1.05	**F**

Notes:
S = Signalized, U=Unsignalized
Bold and shaded values indicate intersections operating at LOS E or F.
Intersection operation is expressed in average seconds of delay per vehicle during the peak hour for unsignalized intersections using the HCM 2000 Methodology and is expressed in volume-to-capacity (v/c) for signalized intersections using the ICU Methodology.

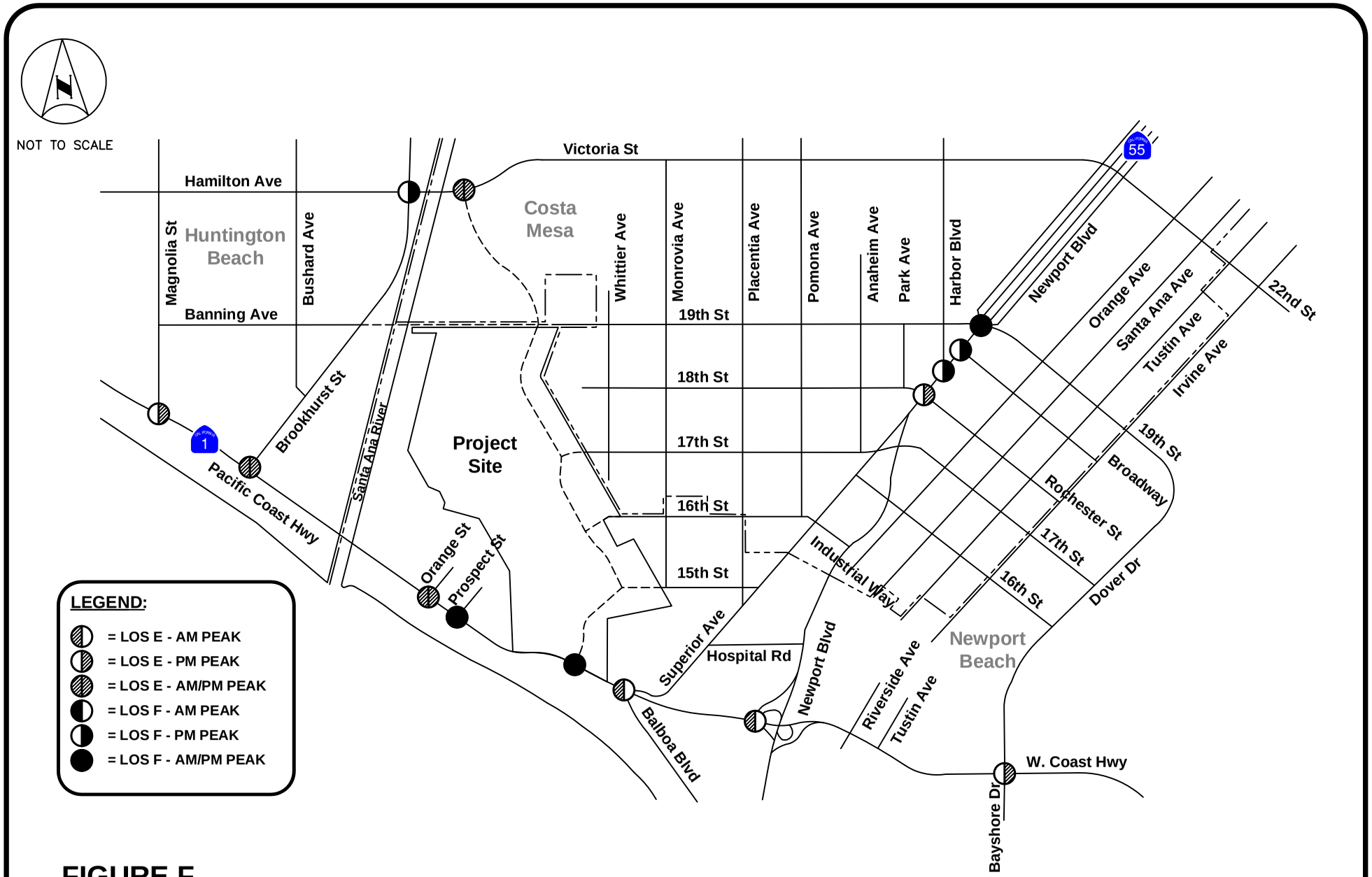

FIGURE F
DEFICIENT INTERSECTIONS - SCENARIO 1B - GENERAL PLAN BUILD-OUT WITH PROJECT - NO 19TH STREET BRIDGE

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TABLE F
NEWPORT BANNING RANCH
SUMMARY OF INTERSECTION OPERATIONS
SCENARIO 2B - GENERAL PLAN BUILDOUT WITH PROJECT - MPAH NETWORK - NO 19TH STREET BRIDGE

Intersection			AM Peak Hour		PM Peak Hour	
			ICU/ Delay	LOS	ICU/ Delay	LOS
Newport Beach	1	Monrovia Ave/16th St	0.3	A	0.3	A
	2	Placentia Ave/15th St	0.6	B	0.7	B
	3	Superior Ave/15th St	0.5	A	0.5	A
	4	Superior Ave/Placentia Ave	0.6	B	0.7	B
	5	Newport Blvd/Hospital Rd	0.6	B	0.7	C
	6	Orange St/W. Coast Hwy	0.9	D	0.9	**E**
	7	Prospect St/W. Coast Hwy	1.0	**F**	1.0	**F**
	8	Superior Ave/W. Coast Hwy	1.0	**E**	0.9	**E**
	9	Newport Blvd/W. Coast Hwy	1.2	**F**	0.9	**E**
	10	Riverside Ave/W. Coast Hwy	0.8	C	0.9	**E**
	11	Tustin Ave/W. Coast Hwy	0.6	B	0.9	D
	12	Dover Dr/W. Coast Hwy	0.8	D	0.9	**E**
Huntington Beach	13	Magnolia St/Hamilton Ave	0.7	C	0.8	C
	14	Bushard St/Hamilton Ave	0.5	A	0.6	B
	15	Brookhurst St/Hamilton Ave (Victoria St)	1.0	**E**	1.2	**F**
	16	Magnolia St/Banning Ave	0.2	A	0.3	A
	17	Bushard St/Banning Ave	0.3	A	0.2	A
	18	Brookhurst St/Banning Ave	0.1	A	0.1	A
	19	Magnolia St/Pacific Coast Hwy	0.8	D	0.9	**E**
	20	Brookhurst St/Bushard St	0.3	A	0.4	A
	21	Brookhurst St/Pacific Coast Hwy	0.9	D	1.0	**E**
Costa Mesa	22	Placentia Ave/Victoria St	0.7	C	0.8	D
	23	Pomona Ave/Victoria St	0.7	B	0.8	D
	24	Harbor Blvd/Victoria St	0.7	B	0.8	C
	25	Newport Blvd/Victoria St	0.5	A	0.4	A
	26	Newport Blvd /Victoria St (22nd St)	0.9	D	0.5	A
	27	Whittier Ave/19th St	0.6	B	0.6	A
	28	Monrovia Ave/19th St	0.6	A	0.5	A
	29	Placentia Ave/19th St	0.4	A	0.5	A
	30	Pomona Ave/19th St	0.5	A	0.7	C
	31	Anaheim Ave/19th St	0.6	A	0.7	B
	32	Park Ave/19th St	0.5	A	0.6	A
	33	Harbor Blvd/19th St	0.4	A	0.6	B
	34	Newport Blvd/19th St	1.0	**F**	1.0	**F**
	35	Newport Blvd/Broadway	0.7	B	0.9	D
	36	Newport Blvd/Harbor Blvd	0.8	C	1.1	**F**
	37	Newport Blvd/18th St (Rochester St)	0.8	C	1.1	**F**
	38	Placentia Ave/18th St	0.5	A	0.5	A
	39	Whittier Ave/17th St	0.4	A	0.5	A
	40	Monrovia Ave/17th St	0.4	A	0.4	A
	41	Placentia Ave/17th St	0.4	A	0.5	A
	42	Pomona Ave/17th St	0.5	A	0.5	A
	43	Superior Ave/17th St	0.8	C	0.8	D
	44	Newport Blvd/17th St	0.8	D	0.9	**E**
	45	Orange Ave/17th St	0.4	A	0.6	B
	46	Santa Ana Ave/17th St	0.4	A	0.5	A
	47	Tustin Ave/17th St	0.4	A	0.6	A
	48	Irvine Ave/17th St	0.6	B	0.9	**E**
	49	Placentia Ave/16th St	0.4	A	0.4	A
	50	Superior Ave/16th St	0.6	A	0.5	A
	51	Newport Blvd/16th St	0.7	B	0.7	C
	52	Bluff Rd/Victoria St	1.1	**F**	1.2	**F**

TABLE F
NEWPORT BANNING RANCH
SUMMARY OF INTERSECTION OPERATIONS
SCENARIO 2B - GENERAL PLAN BUILDOUT WITH PROJECT - MPAH NETWORK - NO 19TH STREET BRIDGE

Intersection			AM Peak Hour		PM Peak Hour	
			ICU/ Delay	LOS	ICU/ Delay	LOS
On-Site	53	Bluff Rd/19th St	0.5	A	0.5	A
	54	Bluff Rd/17th St	0.5	A	0.5	A
	55	Bluff Rd/16th St	0.2	A	0.3	A
	56	Bluff Rd/15th St	0.3	A	0.3	A
	57	Bluff Rd/W. Coast Hwy	0.9	D	1.0	**E**
	58	17th St/W. Coast Hwy	0.8	D	1.0	**E**
	59	17th St/15th St	0.4	A	0.5	A

Notes:
S = Signalized, U=Unsignalized
Bold and shaded values indicate intersections operating at LOS E or F.
Intersection operation is expressed in volume-to-capacity (v/c) for signalized intersections using the ICU Methodology.

Newport Beach Intersection(s):

- 6. Orange Street at W. Coast Highway (PM: LOS E)
- 7. Prospect Street at W. Coast Highway (AM and PM: LOS F)
- 8. Superior / Balboa Avenue at W. Coast Highway (AM and PM: LOS E)
- 9. Newport Boulevard at W. Coast Highway (AM: LOS F, PM: LOS E)
- 10. Riverside Avenue at W. Coast Highway (PM: LOS E)
- 12. Dover / Bayshore Drive at W. Coast Highway (PM: LOS E)
- 57. Bluff Road at W. Coast Highway (PM: LOS E)
- 57a. 17th Street at W. Coast Highway (PM: LOS E)

Huntington Beach Intersection(s):

- 15. Brookhurst Street at Hamilton Avenue (AM: LOS E, PM: LOS F)
- 19. Magnolia Street at Pacific Coast Highway (PM: LOS E)
- 21. Brookhurst Street at Pacific Coast Highway (PM: LOS E)

Costa Mesa Intersection(s):

- 34. Newport Boulevard at 19th Street (AM and PM: LOS F)
- 36. Newport Boulevard at Harbor Boulevard (PM: LOS F)
- 37. Newport Boulevard at 18th Street/Rochester Street (PM: LOS F)
- 44. Newport Boulevard at 17th Street (PM: LOS E)
- 48. Irvine Avenue at 17th Street (PM: LOS E)
- 52. Bluff Road at Victoria Street (AM and PM: LOS F)

The deficient study intersections for this scenario are shown on **Figure G.**

Several of these intersections were forecasted to be deficient under the General Plan Build-out with Project without the 19th Street Bridge scenario, assuming the transportation network as proposed by the project on site. This MPAH Network Alternative without the 19th Street Bridge results in two additional deficient intersections:

- 10. Riverside Avenue at W. Coast Highway
- 57a. 17th Street at W. Coast Highway

Review of the traffic forecasts and travel patterns for the MPAH Network Alternative without the 19th Street Bridge indicates that more traffic would make its way down to West Coast Highway through the project site via Bluff Road and the connecting east-west streets to get to and from destinations across the Santa Ana River, resulting in several deficiencies along the local east-west streets in southwest Costa Mesa. Traffic demands would increase along the two nearest east/west arterials across the Santa Ana River – West Coast Highway and Hamilton/Victoria Street, resulting in several additional deficiencies along West Coast Highway, and two additional deficiencies along Hamilton/Victoria Street.

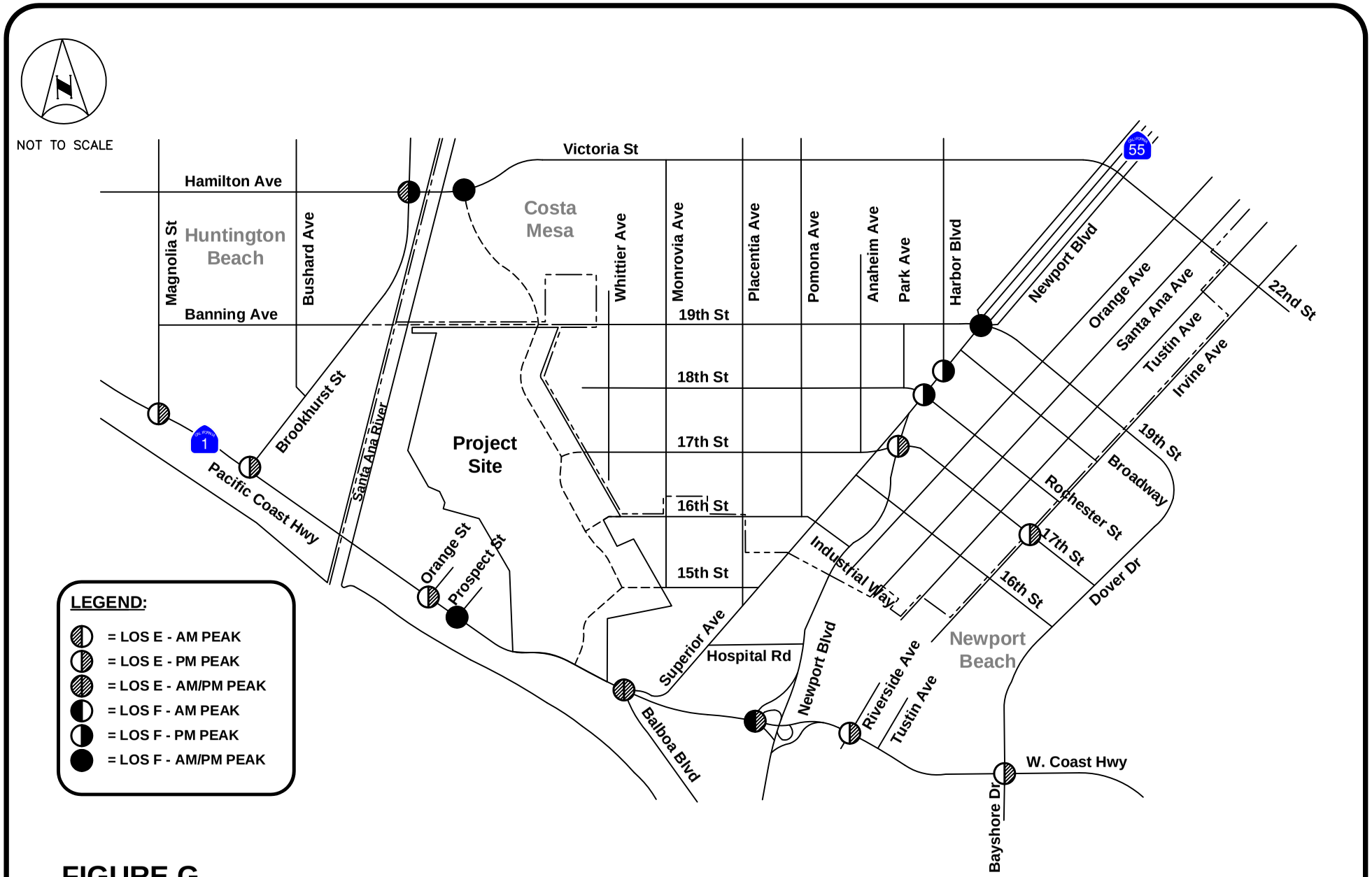

FIGURE G
DEFICIENT INTERSECTIONS - SCENARIO 2B - GENERAL PLAN BUILD-OUT WITH PROJECT- MPAH NETWORK - NO 19TH STREET BRIDGE

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DAILY TRAFFIC VOLUMES

Build-out daily forecast volumes on the MPAH roadways within the project site are shown on **Figure H** for the MPAH Alternative – With 19th Street Bridge. For comparison purposes, the Build-out daily forecast volumes for the Proposed Project – With 19th Street Bridge alternative are shown on **Figure I**.

Assuming the MPAH Alternative, with two connections to West Coast Highway through the project site, the daily traffic demand accessing West Coast Highway is forecast to be 22,130 vehicles per day (vpd). This volume would be split between the two roadways, with 12,040 vpd on Bluff Road and 10,090 vpd on the 17th Street extension, both far below the daily capacity of a primary arterial (LOS D capacity of 33,800 vpd). Both intersections with West Coast Highway would operate at LOS D or better.

By comparison, assuming the Proposed Project network, with only the Bluff Road connection to West Coast Highway and no extension of 17th Street as a primary arterial, the daily forecast volume on Bluff Road would be 15,440, still far below the daily capacity of a primary arterial. The intersection of Bluff Road and West Coast Highway would operate at LOS D or better as proposed.

CONCLUSION

This analysis indicates that a second roadway connection through the project site, as shown on the MPAH and the City's Circulation Element, is not needed to accommodate the future traffic demand accessing West Coast Highway. The analysis indicates that, as proposed, the Bluff Road connection without the 17th Street extension would accommodate the future traffic demand of the Newport Banning Ranch project and the surrounding area.

If the Newport Banning Ranch project and roadway network is approved as proposed, the City of Newport Beach would complete a cooperative study with OCTA and designated jurisdictions to process an amendment to the County's MPAH. Upon approval of the MPAH amendment, the City of Newport Beach would amend its own Circulation Element to reflect the MPAH transportation network, to achieve consistency between the plans.

The County MPAH amendment request would include the following changes to the MPAH in order to make the City's Circulation Element consistent with the MPAH:

- <u>Bluff Road, 17th Street to 19th Street</u>: Change the designation from Major to Primary
- <u>17th Street, Bluff Road to West Coast Highway</u>: Delete roadway
- <u>15th Street, West of Bluff Road</u>: Delete roadway

Should all affected agencies move forward and process and approve these actions, the City of Newport Beach Circulation Element would reflect the proposed Newport Banning Ranch network, and would be consistent with the County's MPAH.

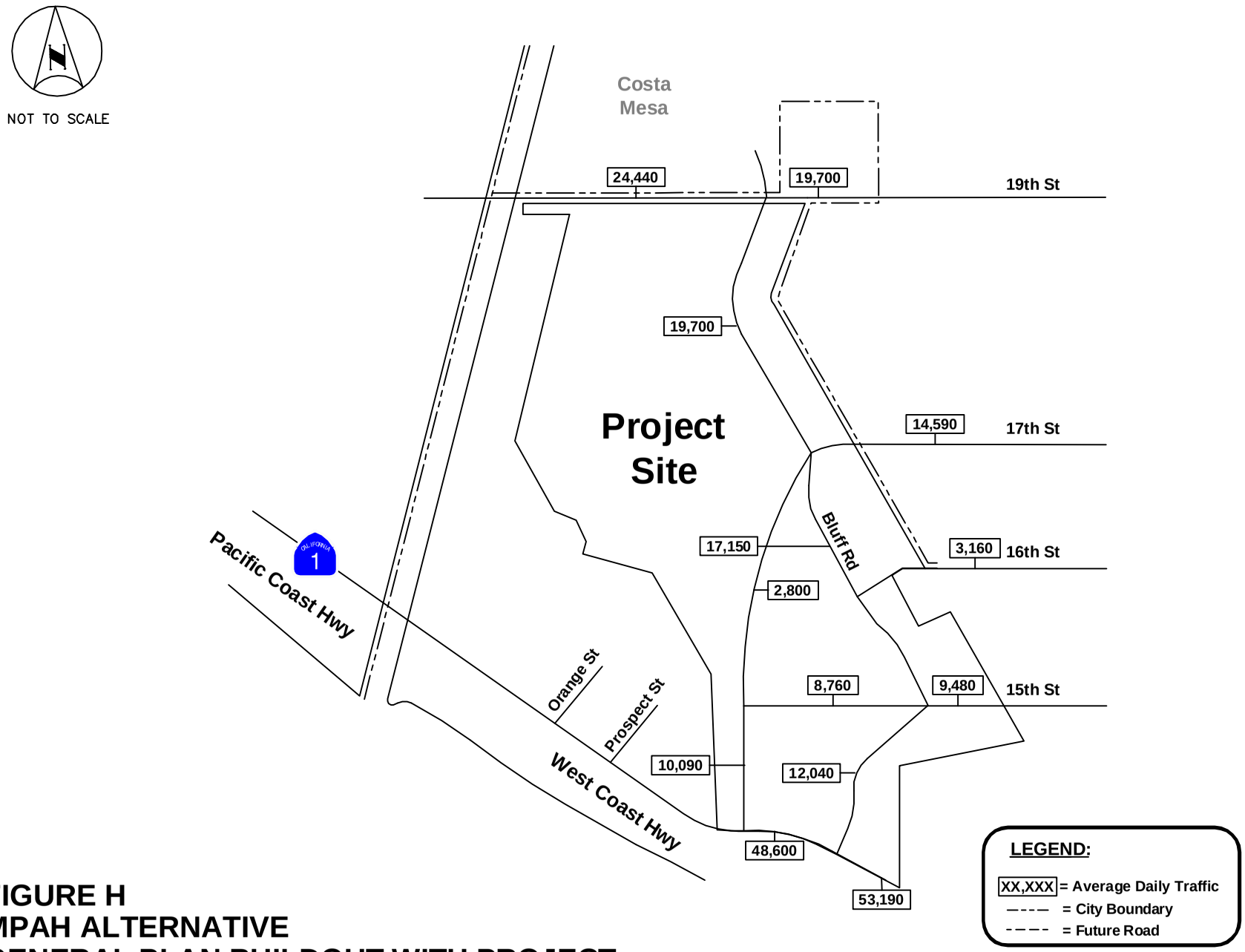

FIGURE H
MPAH ALTERNATIVE
GENERAL PLAN BUILDOUT WITH PROJECT
AVERAGE DAILY TRAFFIC

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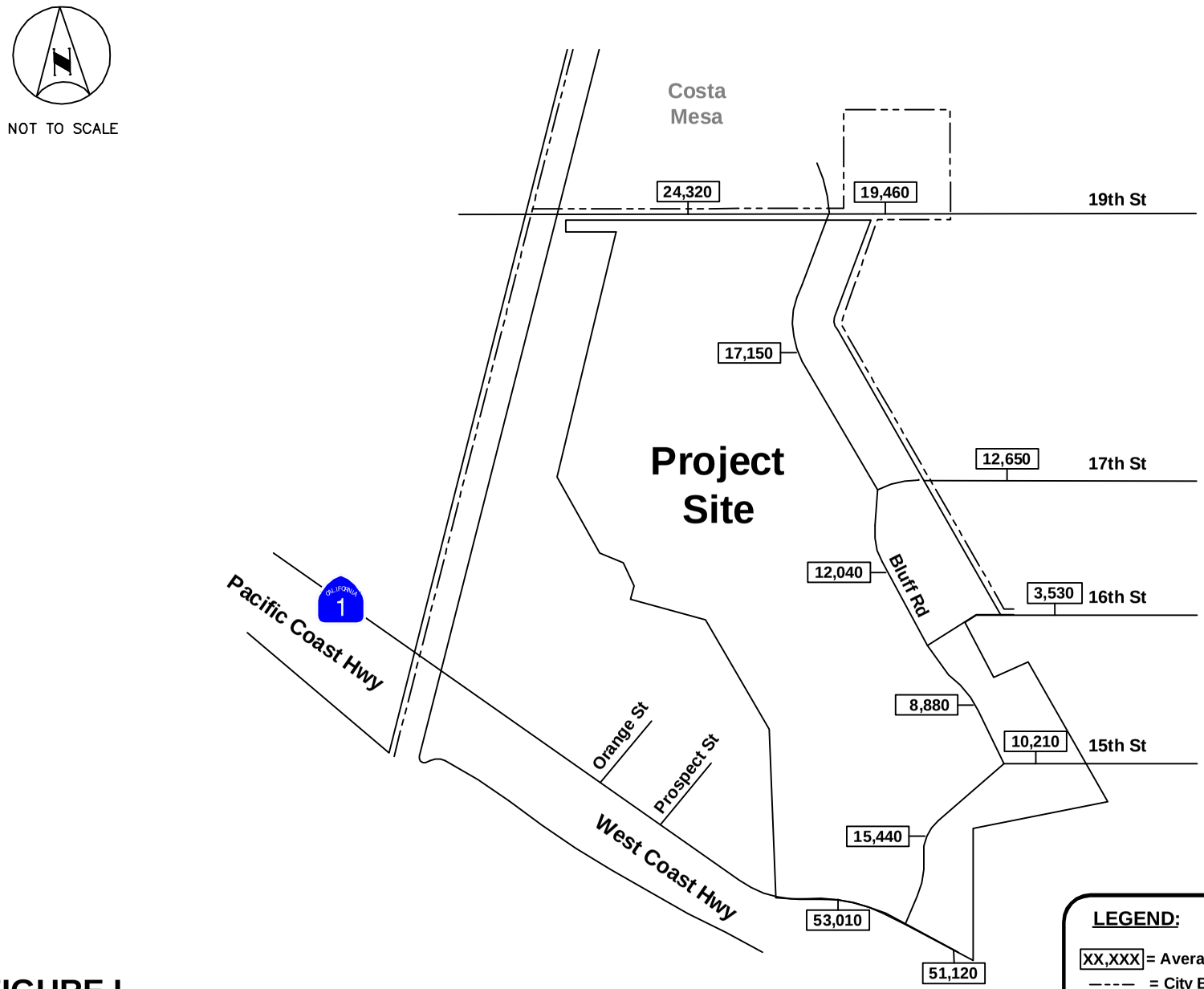


LEGEND:

XX,XXX = Average Daily Traffic
—·—·— = City Boundary
– – – – = Future Road

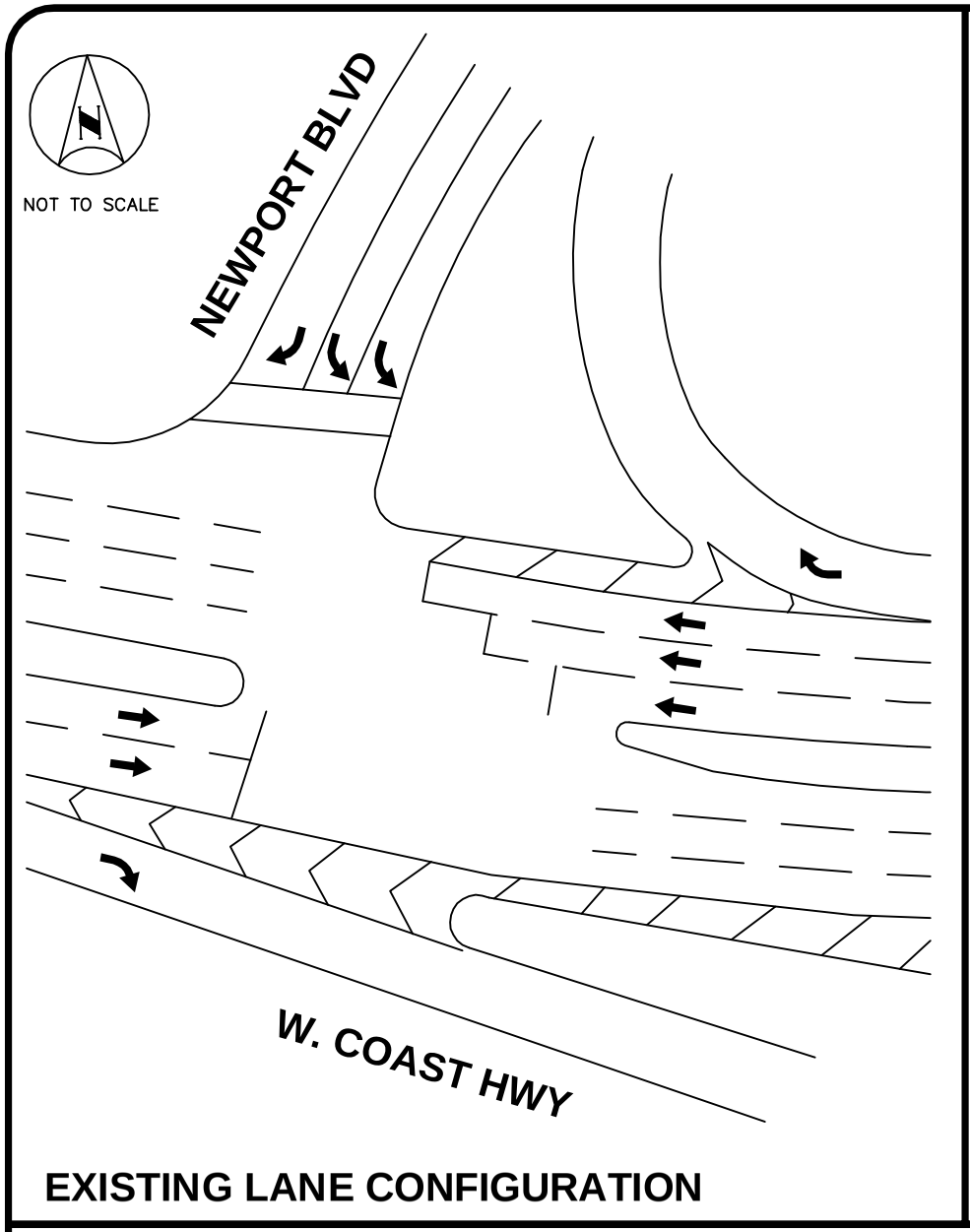
FIGURE I
GENERAL PLAN BUILDOUT WITH PROPOSED PROJECT AVERAGE DAILY TRAFFIC

Kimley–Horn and Associates, Inc.

FILENAME: Dec 14, 2010 – 4:00pm K:\ORA_TPTO\ZSAC\Projects\Banning Ranch\CAD\6th Submittal.dwg

APPENDIX K

MITIGATION IMPROVEMENT WORKSHEETS AND CONCEPTUAL PLANS



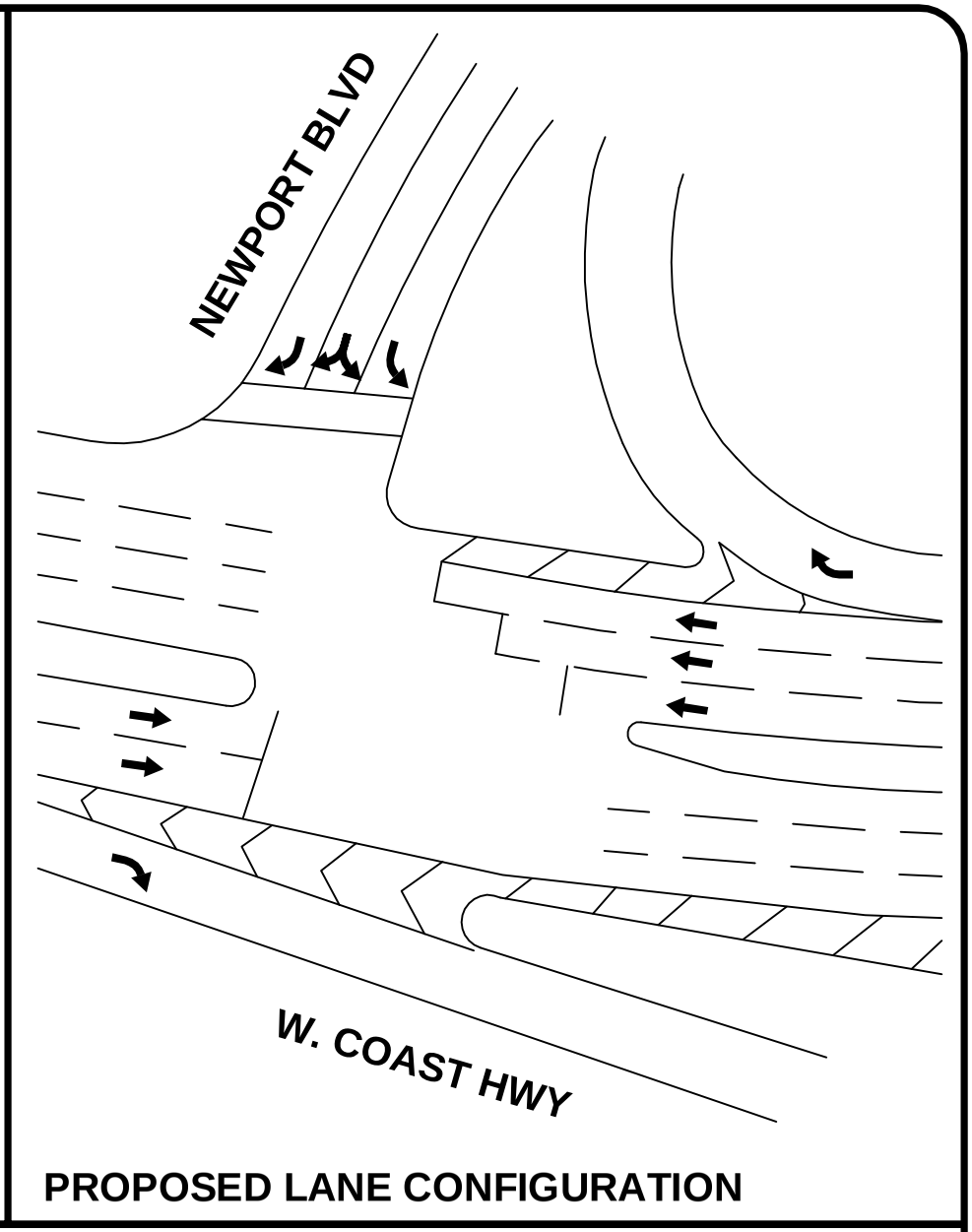


FIGURE K-1
CONCEPTUAL DESIGN
NEWPORT BOULEVARD AND WEST COAST HIGHWAY

FILENAME: Jun 02, 2010 – 4:43pm K:\ORA_TPTO\ZSAC\Projects\Banning Ranch\CAD\6th Submittal.dwg

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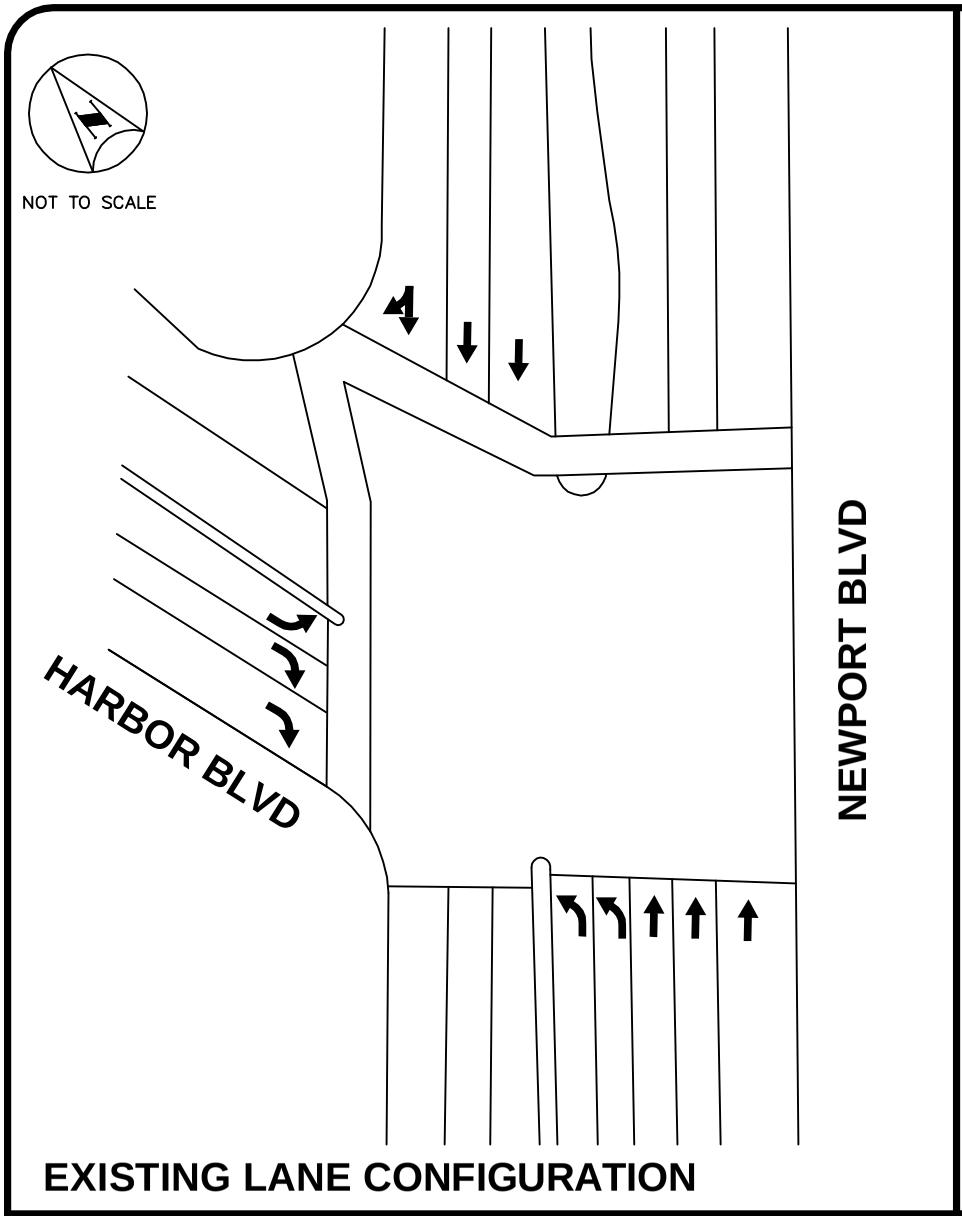

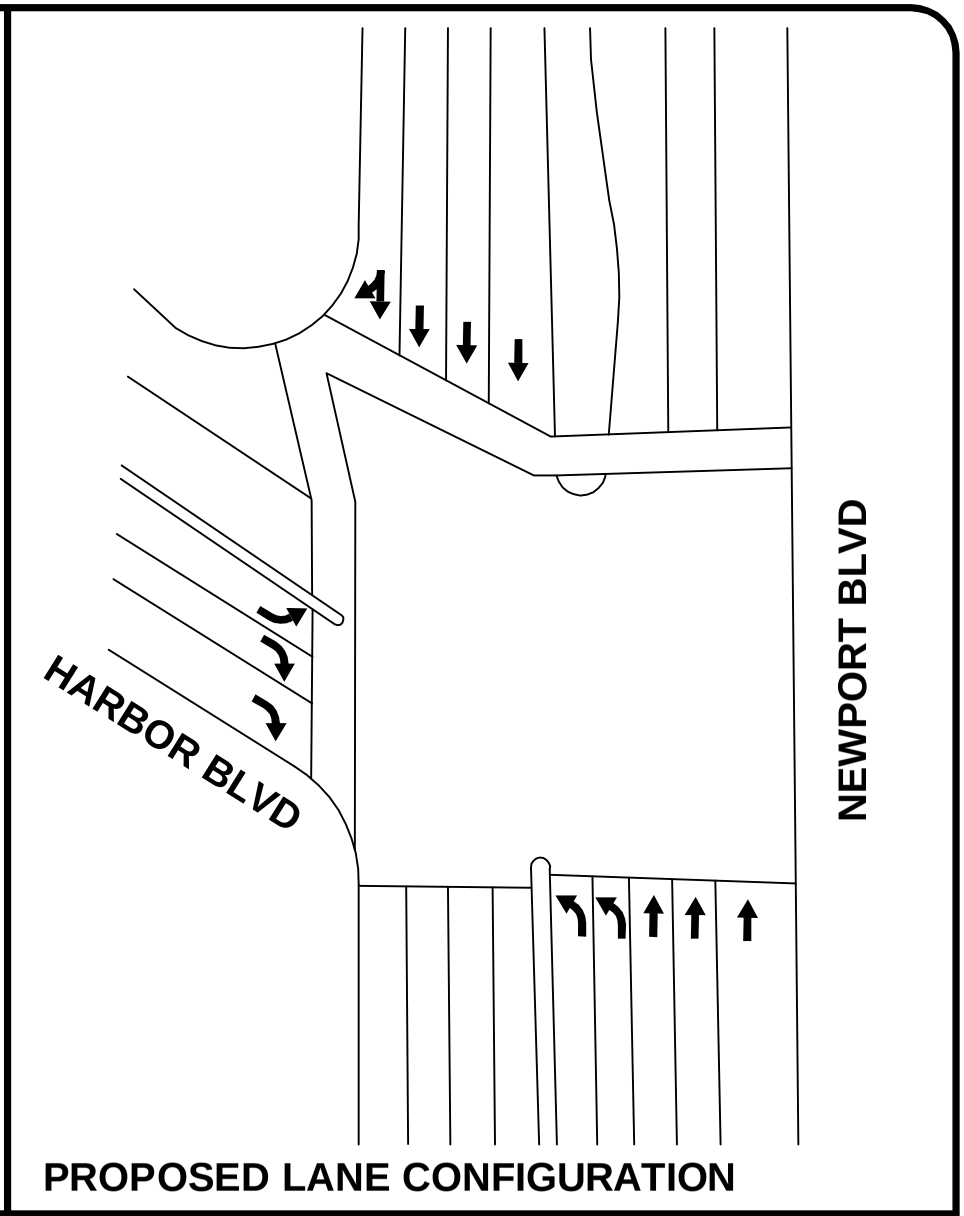

FIGURE K-2
CONCEPTUAL DESIGN
NEWPORT BOULEVARD AND HARBOR BOULEVARD

FILENAME: Jun 02, 2010 – 4:45pm K:\ORA_TPTO\ZSAC\Projects\Banning Ranch\CAD\6th Submittal.dwg

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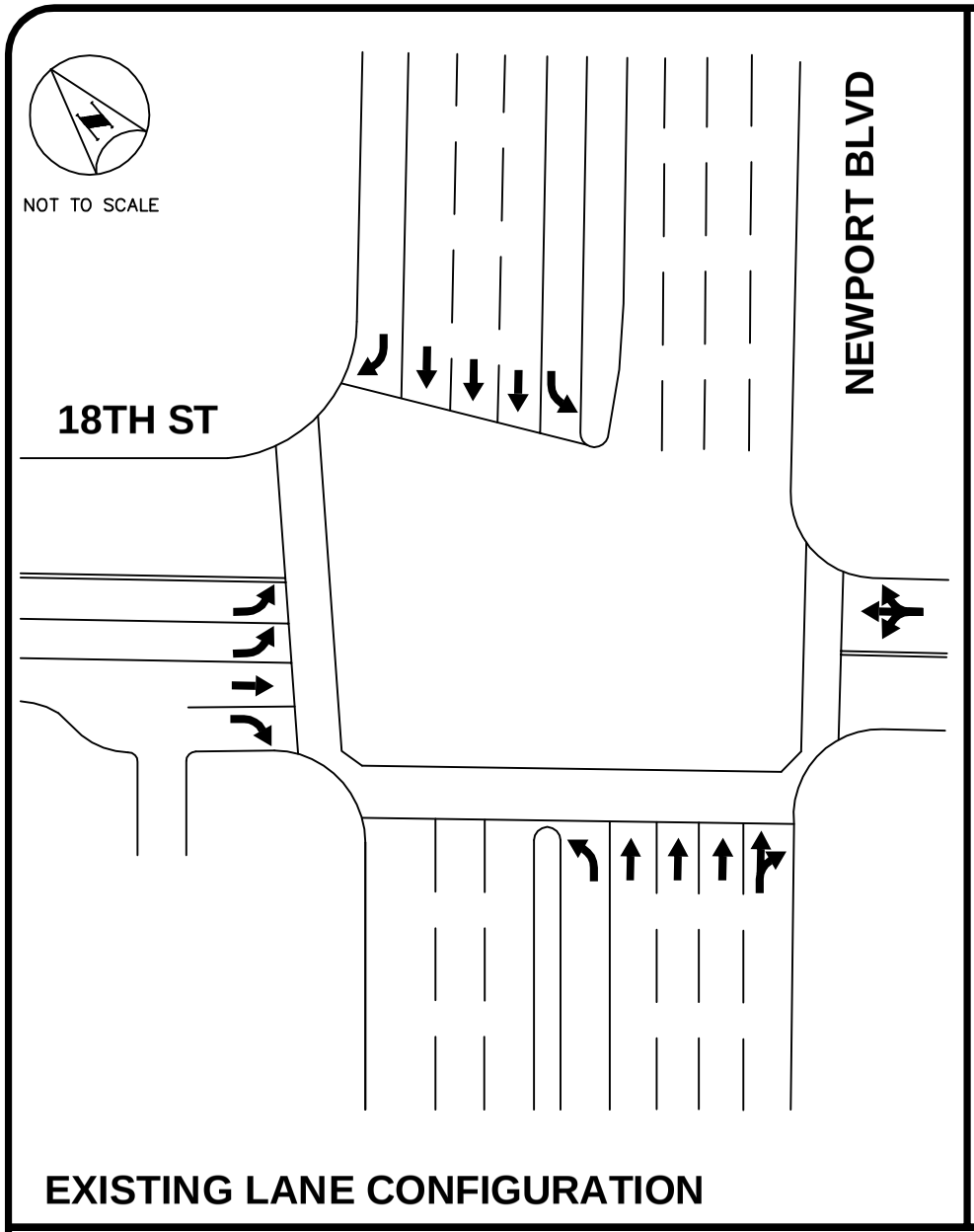
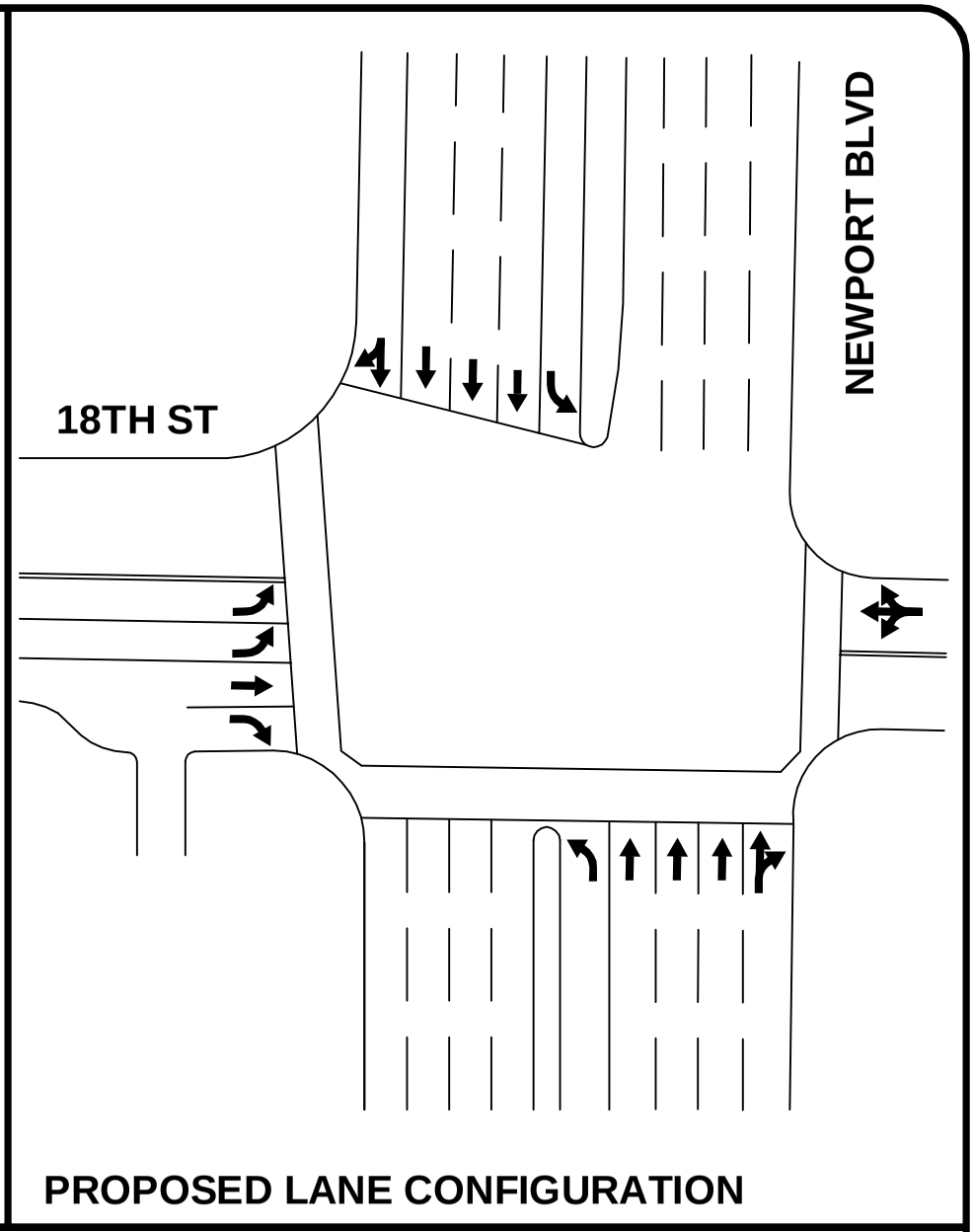


EXISTING LANE CONFIGURATION

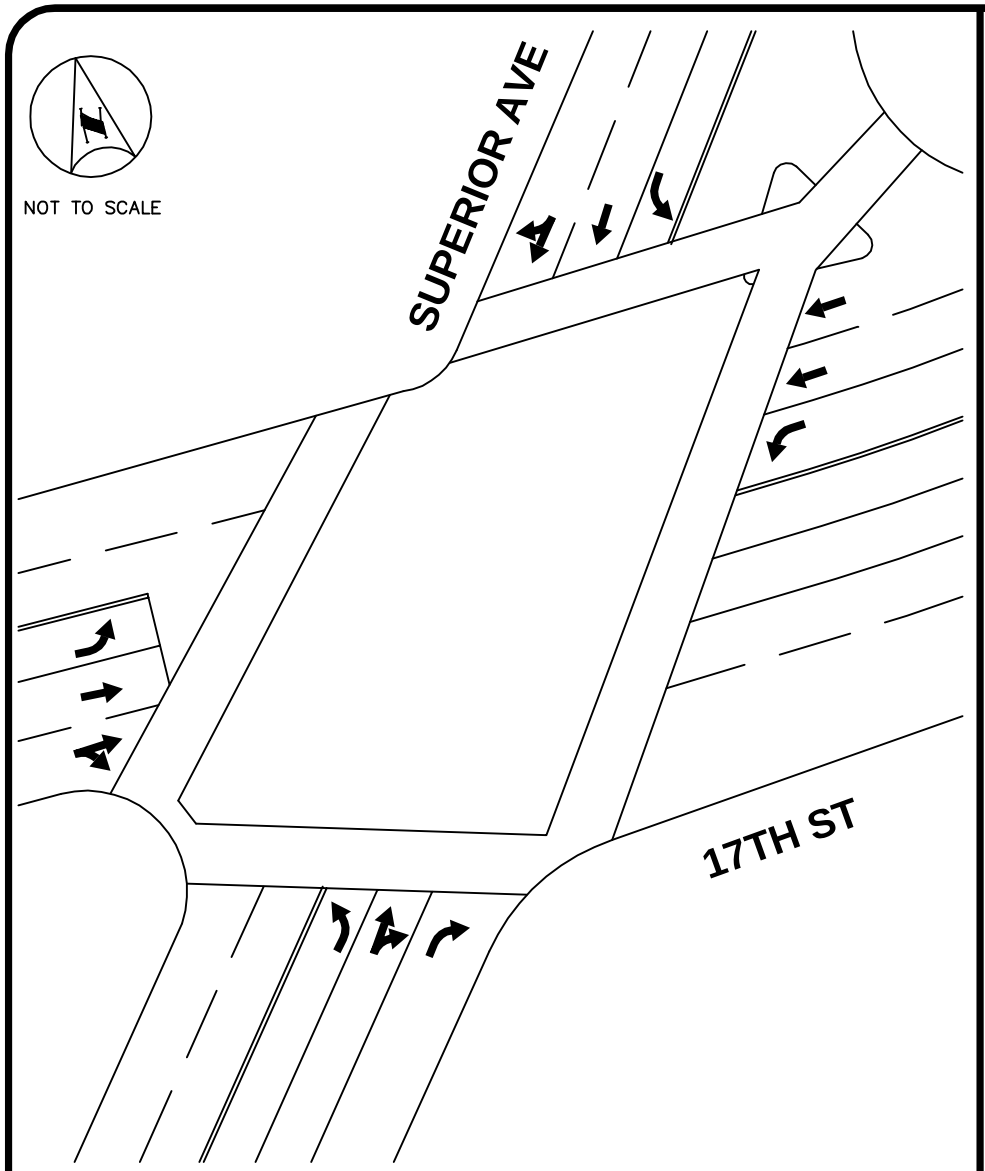


PROPOSED LANE CONFIGURATION

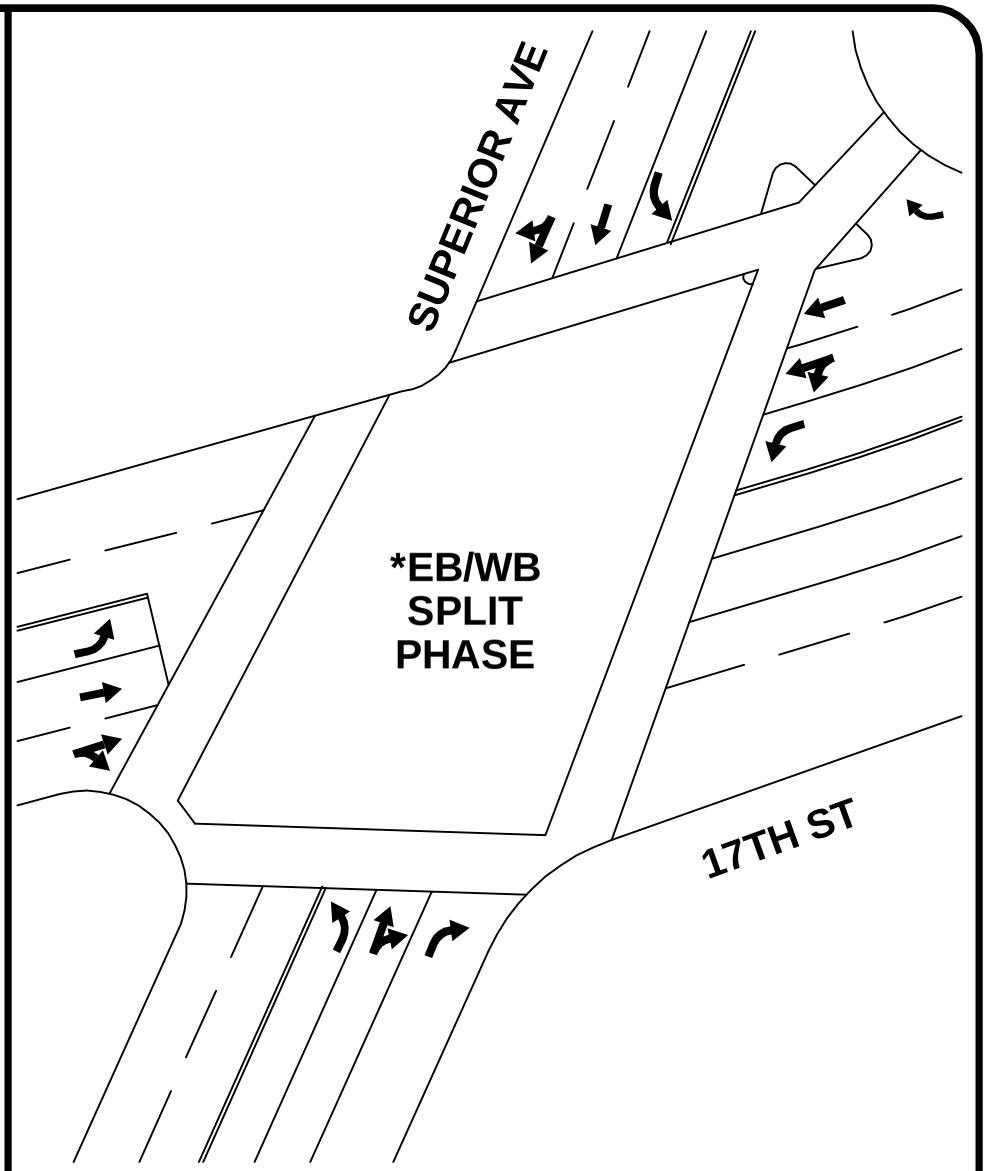
FIGURE K-3
CONCEPTUAL DESIGN
NEWPORT BOULEVARD AND 18TH STREET(ROCHESTER STREET)

Kimley–Horn and Associates, Inc.

FILENAME: Jun 02, 2010 – 4:46pm K:\ORA_TPTO\ZSAC\Projects\Banning Ranch\CAD\6th Submittal.dwg



EXISTING LANE CONFIGURATION



PROPOSED LANE CONFIGURATION

FIGURE K-4
CONCEPTUAL DESIGN
SUPERIOR AVENUE AND 17TH STREET

FILENAME: Jun 02, 2010 – 4:47pm K:\ORA_TPTO\ZSAC\Projects\Banning Ranch\CAD\6th Submittal.dwg

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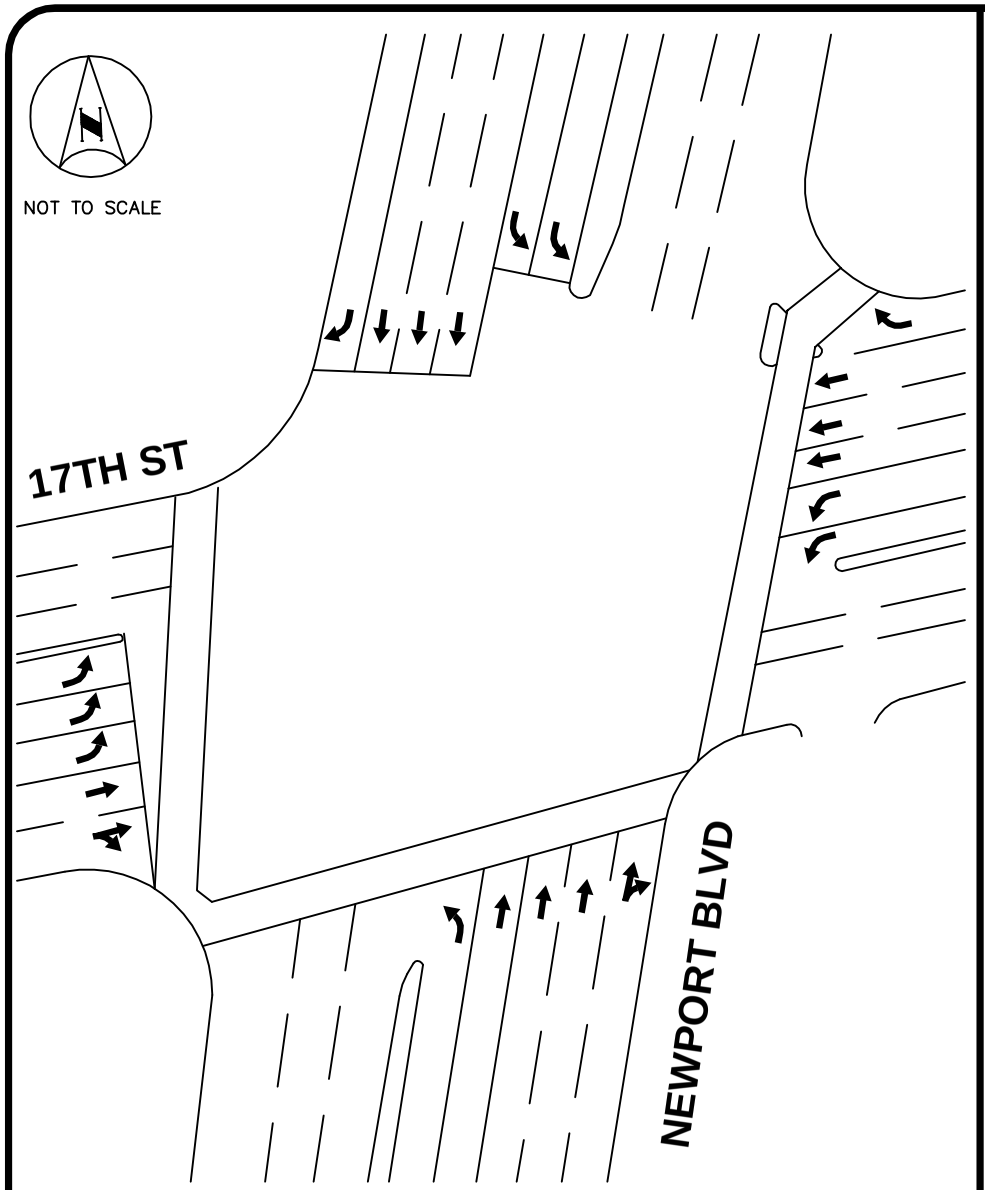
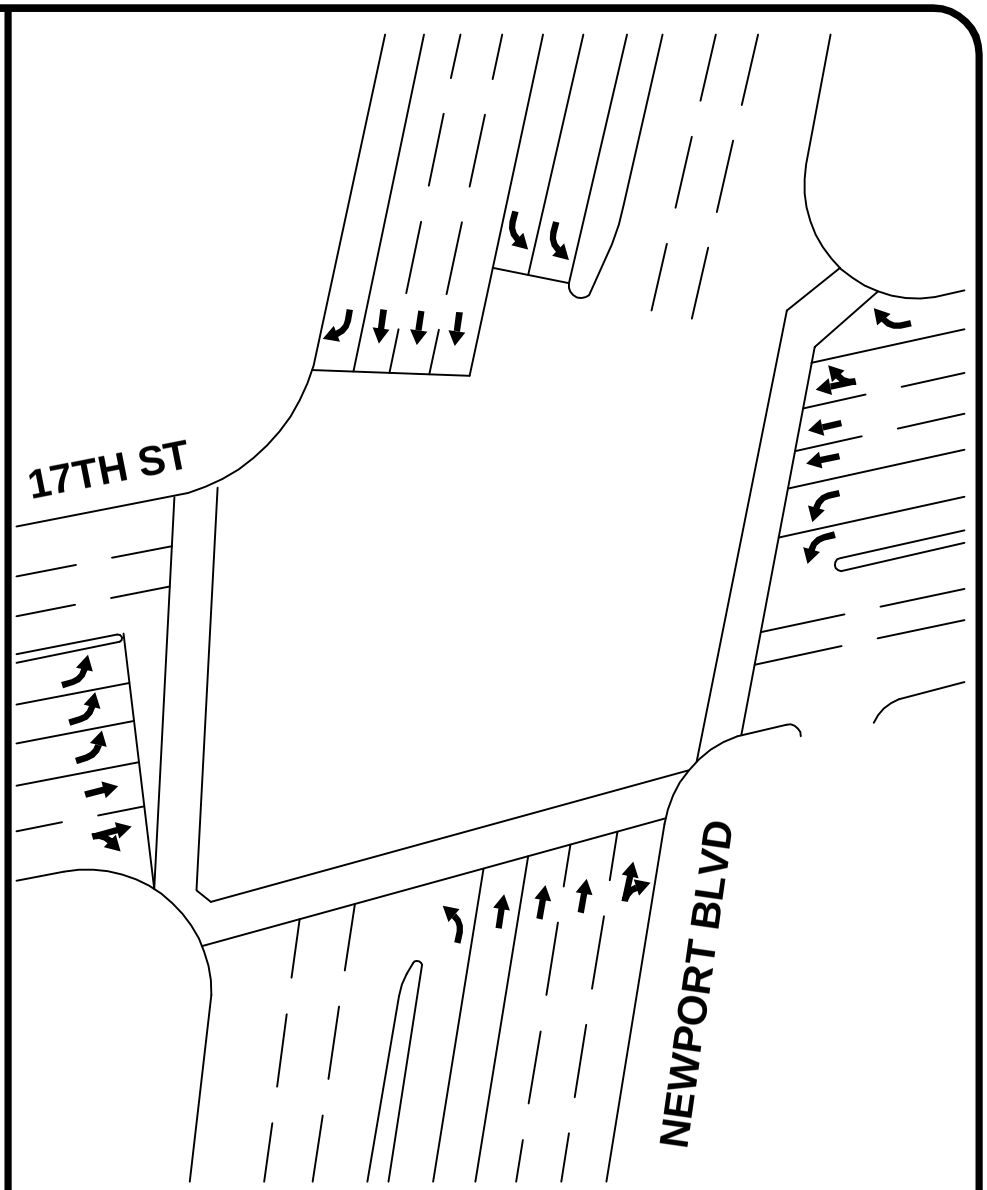


EXISTING LANE CONFIGURATION



PROPOSED LANE CONFIGURATION

FIGURE K-5
CONCEPTUAL DESIGN
NEWPORT BOULEVARD AND 17TH STREET

FILENAME: Jun 02, 2010 – 4:48pm K:\ORA_TPTO\ZSAC\Projects\Banning Ranch\CAD\6th Submittal.dwg

Kimley–Horn and Associates, Inc.

Newport Banning Ranch
Existing Plus Project - ICU
PM Peak Hour

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

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	173	Level Of Service:	D

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	3 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	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:	726	2480	0	0	3160	50	123	0	537	0	0	0
Added Vol:	42	217	0	0	318	0	0	0	61	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	768	2697	0	0	3478	50	123	0	598	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:	768	2697	0	0	3478	50	123	0	598	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	768	2697	0	0	3478	50	123	0	598	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:	768	2697	0	0	3478	50	123	0	598	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	4.00	0.00	0.00	3.94	0.06	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	6309	91	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.42	0.00	0.00	0.55	0.55	0.08	0.00	0.19	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

Newport Banning Ranch
Existing Plus Project - ICU
PM Peak Hour

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

****

Intersection #37 Newport Blvd/18th St (Rochester St)

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

****

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0 3 1 0			1 0 3 1 0			2 0 1 0 1			1 0 0 1 0		
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.00	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	2724	15	125	3515	144	251	75	48	18	124	22
Added Vol:	0	215	0	0	317	62	44	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	2939	15	125	3832	206	295	75	48	18	124	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	2939	15	125	3832	206	295	75	48	18	124	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	2939	15	125	3832	206	295	75	48	18	124	22
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:	111	2939	15	125	3832	206	295	75	48	18	124	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.80	0.20	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1600	6368	32	1600	6074	326	3200	1600	1600	1600	1359	241
Capacity Analysis Module:												
Vol/Sat:	0.07	0.46	0.46	0.08	0.63	0.63	0.09	0.05	0.03	0.01	0.09	0.09
Crit Moves:	****				****		****					****

****

Newport Banni[illegible]
Existing Plus [illegible] ICU
PM Peak [illegible]

Level Of Service Com[illegible] Report
ICU 1(Lost as Cycle Length %) Method [illegible] Volume Alternative)

****

Intersection #43 Superior Ave/17th St

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	Level of Service:	D

****

Street Name:	Superior Avenue						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	1	1 0	1 1	0	1 0	1 1	0	1 1	1 0	1
Volume Module:												
Base Vol:	100	184	620	89	287	84	25	497	65	423	436	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	184	620	89	287	84	25	497	65	423	436	81
Added Vol:	0	0	98	0	0	0	0	141	0	145	196	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	184	718	89	287	84	25	638	65	568	632	81
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	184	718	89	287	84	25	638	65	568	632	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	184	718	89	287	84	25	638	65	568	632	81
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	184	718	89	287	84	25	638	65	568	632	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.41	1.59	1.00	1.55	0.45	1.00	1.82	0.18	1.42	1.58	1.00
Final Sat.:	1600	653	2547	1600	2475	725	1600	2904	296	2272	2528	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.06	0.12	0.12	0.02	0.22	0.22	0.25	0.25	0.05
Crit Moves:		****		****					****		****	

****

Newport Banning Ranch
Existing with Project Bluff Road Alternative
PM Peak Hour

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

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0 4 0 0			0 0 3 1 0			1 0 0 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	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:	726	2480	0	0	3160	50	123	0	537	0	0	0
Added Vol:	59	259	0	0	389	0	0	0	87	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	785	2739	0	0	3549	50	123	0	624	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:	785	2739	0	0	3549	50	123	0	624	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	785	2739	0	0	3549	50	123	0	624	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:	785	2739	0	0	3549	50	123	0	624	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	4.00	0.00	0.00	3.94	0.06	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	6311	89	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.43	0.00	0.00	0.56	0.56	0.08	0.00	0.20	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

Newport Banning Ranch
Existing with Project Bluff Road Alternative
PM Peak Hour

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

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.906
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0 3 1 0			1 0 3 1 0			2 0 1 0 1			1 0 0 1 0		
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.00	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	2724	15	125	3515	144	251	75	48	18	124	22
Added Vol:	0	253	0	0	382	94	66	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	2977	15	125	3897	238	317	75	48	18	124	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	2977	15	125	3897	238	317	75	48	18	124	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	2977	15	125	3897	238	317	75	48	18	124	22
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:	111	2977	15	125	3897	238	317	75	48	18	124	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.77	0.23	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1600	6368	32	1600	6032	368	3200	1600	1600	1600	1359	241
Capacity Analysis Module:												
Vol/Sat:	0.07	0.47	0.47	0.08	0.65	0.65	0.10	0.05	0.03	0.01	0.09	0.09
Crit Moves:	****				****		****					****

Newport Banning Ranch
Existing with Project Bluff Road Alternative
PM Peak Hour

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

Intersection #42 Pomona Ave/17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Pomona Avenue						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	20	130	53	65	86	32	52	308	16	43	297	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	130	53	65	86	32	52	308	16	43	297	102
Added Vol:	0	0	0	0	0	0	0	153	0	0	214	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	130	53	65	86	32	52	461	16	43	511	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	20	130	53	65	86	32	52	461	16	43	511	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	130	53	65	86	32	52	461	16	43	511	102
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:	20	130	53	65	86	32	52	461	16	43	511	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.64	0.26	0.36	0.47	0.17	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	158	1025	418	568	752	280	1600	1546	54	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.04	0.11	0.11	0.03	0.30	0.30	0.03	0.32	0.06
Crit Moves:		****		****			****				****	

Newport Banning Ranch
Existing with Project Bluff Road Alternative
PM Peak Hour

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

****

Intersection #43 Superior Ave/17th St

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	132	Level Of Service:	D

****

Street Name:	Superior Avenue						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 1		1 0	1 1	0	1 0	1 1	0	1 1	1 0	1
Volume Module:												
Base Vol:	100	184	620	89	287	84	25	497	65	423	436	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	184	620	89	287	84	25	497	65	423	436	81
Added Vol:	0	0	116	0	0	0	0	153	0	179	214	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	184	736	89	287	84	25	650	65	602	650	81
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	184	736	89	287	84	25	650	65	602	650	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	184	736	89	287	84	25	650	65	602	650	81
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	184	736	89	287	84	25	650	65	602	650	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.40	1.60	1.00	1.55	0.45	1.00	1.82	0.18	1.44	1.56	1.00
Final Sat.:	1600	640	2560	1600	2475	725	1600	2909	291	2308	2492	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.06	0.12	0.12	0.02	0.22	0.22	0.26	0.26	0.05
Crit Moves:		****		****				****		****		

****

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

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

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 1! 0 1			0 0 2 0 1			0 0 3 0 1		
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.07	1.00	1.07	1.07
Initial Bse:	0	0	0	383	0	288	0	2232	202	0	870	374
Added Vol:	0	0	0	0	0	0	0	75	0	0	30	0
Committed P:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	400	0	323	0	2319	206	0	942	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	400	0	323	0	2319	0	0	942	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	400	0	323	0	2319	0	0	942	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	400	0	323	0	2319	0	0	942	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.66	0.00	1.34	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2656	0	2144	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.72	0.00	0.00	0.20	0.00
Crit Moves:				****				****		****		

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

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

Intersection #28 Monrovia Ave/19th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Monrovia Avenue						19th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1!	0 0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	31	10	162	79	19	1	4	403	34	154	213	30
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	33	11	174	85	20	1	4	432	36	165	228	32
Added Vol:	0	0	0	0	0	0	0	97	0	0	29	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	11	174	85	20	1	4	529	36	165	257	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:	33	11	174	85	20	1	4	529	36	165	257	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	11	174	85	20	1	4	529	36	165	257	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:	33	11	174	85	20	1	4	529	36	165	257	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:	0.76	0.24	1.00	0.80	0.19	0.01	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1210	390	1600	1277	307	16	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.11	0.05	0.07	0.07	0.00	0.33	0.02	0.10	0.16	0.02
Crit Moves:			****	****				****		****		

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

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

Intersection #34 Newport Blvd/19th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	148	Level Of Service:	D

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0 3 1 0			2 0 3 1 1			2 1 1 0 1			1 0 2 1 1		
Volume Module:												
Base Vol:	31	2709	9	181	2440	486	886	183	14	21	162	237
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	33	2904	10	194	2616	521	950	196	15	23	174	254
Added Vol:	0	242	0	0	93	18	62	0	0	0	0	0
Committed P:	0	12	1	0	9	0	0	0	2	0	0	0
Initial Fut:	33	3158	11	194	2718	539	1012	196	17	23	174	254
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:	33	3158	11	194	2718	539	1012	196	17	23	174	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	3158	11	194	2718	539	1012	196	17	23	174	254
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:	33	3158	11	194	2718	539	1012	196	17	23	174	254
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	2.00	4.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1600	6378	22	3200	6400	1600	4800	1600	1600	1600	3200	3200
Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.50	0.06	0.42	0.34	0.21	0.12	0.01	0.01	0.05	0.08
Crit Moves:		****		****			****					****

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

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

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.009
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0 4 0 0			0 0 3 1 0			1 0 0 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	778	2659	0	0	3388	54	132	0	576	0	0	0
Added Vol:	42	217	0	0	318	0	0	0	61	0	0	0
Committed P:	27	28	0	0	51	0	0	0	50	0	0	0
Initial Fut:	847	2904	0	0	3757	54	132	0	687	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:	847	2904	0	0	3757	54	132	0	687	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	847	2904	0	0	3757	54	132	0	687	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:	847	2904	0	0	3757	54	132	0	687	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	3.94	0.06	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	5679	90	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.45	0.00	0.00	0.66	0.60	0.08	0.00	0.21	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

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

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0 3 1 0			1 0 3 1 0			2 0 1 0 1			1 0 0 1 0		
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	119	2920	16	134	3768	154	269	80	51	19	133	24
Added Vol:	0	215	0	0	317	62	44	0	0	0	0	0
Committed P:	14	68	0	0	111	0	0	0	21	0	0	0
Initial Fut:	133	3203	16	134	4196	216	313	80	72	19	133	24
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:	133	3203	16	134	4196	216	313	80	72	19	133	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	3203	16	134	4196	216	313	80	72	19	133	24
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:	133	3203	16	134	4196	216	313	80	72	19	133	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.80	0.20	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1600	6368	32	1600	6086	314	3200	1600	1600	1600	1359	241
Capacity Analysis Module:												
Vol/Sat:	0.08	0.50	0.50	0.08	0.69	0.69	0.10	0.05	0.05	0.01	0.10	0.10
Crit Moves:	****				****		****					****

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

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

Intersection #42 Pomona Ave/17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Pomona Avenue						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	20	130	53	65	86	32	52	308	16	43	297	102
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	21	139	57	70	92	34	56	330	17	46	318	109
Added Vol:	0	2	0	0	4	0	0	141	0	0	196	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	141	57	70	96	34	56	471	17	46	514	109
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:	21	141	57	70	96	34	56	471	17	46	514	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	141	57	70	96	34	56	471	17	46	514	109
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:	21	141	57	70	96	34	56	471	17	46	514	109
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:	0.10	0.64	0.26	0.35	0.48	0.17	1.00	0.96	0.04	1.00	1.00	1.00
Final Sat.:	156	1030	414	557	769	274	1600	1544	56	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.04	0.13	0.13	0.03	0.31	0.31	0.03	0.32	0.07
Crit Moves:		****		****			****				****	

Newport Banning Ranch
Year 2016 with Project - TPO Analysis
PM Peak Hour

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

Intersection #43 Superior Ave/17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	170	Level Of Service:	D

Street Name:	Superior Avenue						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 1			1 0 1 1 0			1 0 1 1 0			1 1 1 0 1		
Volume Module:												
Base Vol:	100	184	620	89	287	84	25	497	65	423	436	81
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	107	197	665	95	308	90	27	533	70	453	467	87
Added Vol:	0	0	98	0	0	0	0	141	0	145	196	0
Committed P:	3	25	0	0	101	0	0	0	11	0	0	0
Initial Fut:	110	222	763	95	409	90	27	674	81	598	663	87
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:	110	222	763	95	409	90	27	674	81	598	663	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	222	763	95	409	90	27	674	81	598	663	87
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:	110	222	763	95	409	90	27	674	81	598	663	87
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	0.45	1.55	1.00	1.64	0.36	1.00	1.79	0.21	1.42	1.58	1.00
Final Sat.:	1600	722	2478	1600	2622	578	1600	2858	342	2276	2524	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.06	0.16	0.16	0.02	0.24	0.24	0.26	0.26	0.05
Crit Moves:		****		****					****	****		

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

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

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Intersection #44 Newport Blvd/17th St

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Cycle (sec):	120	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

****

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 4 0 1			2 0 4 0 1			3 0 1 1 0			2 0 3 0 1		
Volume Module:												
Base Vol:	63	1820	169	714	2315	347	707	393	22	276	485	201
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	68	1951	181	765	2482	372	758	421	24	296	520	215
Added Vol:	0	33	13	0	59	258	182	57	0	23	83	0
Committed P:	0	67	0	0	51	0	0	0	0	0	0	0
Initial Fut:	68	2051	194	765	2592	630	940	478	24	319	603	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	2051	194	765	2592	630	940	478	24	319	603	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	2051	194	765	2592	630	940	478	24	319	603	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	2051	194	765	2592	630	940	478	24	319	603	215
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	3.00	1.91	0.09	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	3200	6400	1600	4800	3050	150	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.12	0.24	0.40	0.39	0.20	0.16	0.16	0.10	0.13	0.13
Crit Moves:		****		****			****				****	

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Newport Banning Ranch
Year 2016 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

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

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 1! 0 1			0 0 2 0 1			0 0 3 0 1		
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.07	1.00	1.07	1.07
Initial Bse:	0	0	0	383	0	288	0	2232	202	0	870	374
Added Vol:	0	0	0	0	0	0	0	69	0	0	27	0
Committed P:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	400	0	323	0	2313	206	0	939	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	400	0	323	0	2313	0	0	939	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	400	0	323	0	2313	0	0	939	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	400	0	323	0	2313	0	0	939	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.66	0.00	1.34	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2656	0	2144	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.72	0.00	0.00	0.20	0.00
Crit Moves:				****				****		****		

Newport Banning Ranch
Year 2016 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

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

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Intersection #36 Newport Blvd/Harbor Blvd

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Cycle (sec):	120	Critical Vol./Cap.(X):	0.959
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

****

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0 4 0 0			0 0 3 1 0			1 0 0 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	778	2659	0	0	3388	54	132	0	576	0	0	0
Added Vol:	59	259	0	0	389	0	0	0	87	0	0	0
Committed P:	27	28	0	0	51	0	0	0	50	0	0	0
Initial Fut:	864	2946	0	0	3828	54	132	0	713	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:	864	2946	0	0	3828	54	132	0	713	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	864	2946	0	0	3828	54	132	0	713	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:	864	2946	0	0	3828	54	132	0	713	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	4.00	0.00	0.00	3.94	0.06	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	6312	88	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.46	0.00	0.00	0.61	0.61	0.08	0.00	0.22	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

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Newport Banning Ranch
Year 2016 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

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

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Intersection #37 Newport Blvd/18th St (Rochester St)

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Cycle (sec):	120	Critical Vol./Cap.(X):	0.990
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

****

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0 3 1 0			1 0 3 1 0			2 0 1 0 1			1 0 0 1 0		
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	119	2920	16	134	3768	154	269	80	51	19	133	24
Added Vol:	0	253	0	0	382	94	66	0	0	0	0	0
Committed P:	14	68	0	0	111	0	0	0	21	0	0	0
Initial Fut:	133	3241	16	134	4261	248	335	80	72	19	133	24
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:	133	3241	16	134	4261	248	335	80	72	19	133	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	3241	16	134	4261	248	335	80	72	19	133	24
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:	133	3241	16	134	4261	248	335	80	72	19	133	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.78	0.22	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1600	6368	32	1600	6048	352	3200	1600	1600	1600	1359	241
Capacity Analysis Module:												
Vol/Sat:	0.08	0.51	0.51	0.08	0.70	0.70	0.10	0.05	0.05	0.01	0.10	0.10
Crit Moves:	****				****		****					****

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Newport Banning Ranch
Year 2016 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

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

Intersection #42 Pomona Ave/17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Pomona Avenue						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	20	130	53	65	86	32	52	308	16	43	297	102
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	21	139	57	70	92	34	56	330	17	46	318	109
Added Vol:	0	0	0	0	0	0	0	153	0	0	214	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	139	57	70	92	34	56	483	17	46	532	109
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:	21	139	57	70	92	34	56	483	17	46	532	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	139	57	70	92	34	56	483	17	46	532	109
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:	21	139	57	70	92	34	56	483	17	46	532	109
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:	0.10	0.64	0.26	0.36	0.47	0.17	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	158	1025	418	568	752	280	1600	1545	55	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.04	0.12	0.12	0.03	0.31	0.31	0.03	0.33	0.07
Crit Moves:		****		****			****				****	

Newport Banning Ranch
Year 2016 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

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

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Intersection #43 Superior Ave/17th St

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

****

Street Name:	Superior Avenue						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 1			1 0 1 1 0			1 0 1 1 0			1 1 1 0 1		
Volume Module:												
Base Vol:	100	184	620	89	287	84	25	497	65	423	436	81
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	107	197	665	95	308	90	27	533	70	453	467	87
Added Vol:	0	0	116	0	0	0	0	153	0	179	214	0
Committed P:	3	25	0	0	101	0	0	0	11	0	0	0
Initial Fut:	110	222	781	95	409	90	27	686	81	632	681	87
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:	110	222	781	95	409	90	27	686	81	632	681	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	222	781	95	409	90	27	686	81	632	681	87
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:	110	222	781	95	409	90	27	686	81	632	681	87
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	0.44	1.56	1.00	1.64	0.36	1.00	1.79	0.21	1.44	1.56	1.00
Final Sat.:	1600	709	2491	1600	2622	578	1600	2863	337	2311	2489	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.06	0.16	0.16	0.02	0.24	0.24	0.27	0.27	0.05
Crit Moves:		****		****				****			****	

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Newport Banning Ranch
Year 2016 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

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

Intersection #44 Newport Blvd/17th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 4 0 1			2 0 4 0 1			3 0 1 1 0			2 0 3 0 1		
Volume Module:												
Base Vol:	63	1820	169	714	2315	347	707	393	22	276	485	201
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	68	1951	181	765	2482	372	758	421	24	296	520	215
Added Vol:	0	36	13	0	64	318	217	52	0	23	75	0
Committed P:	0	67	0	0	51	0	0	0	0	0	0	0
Initial Fut:	68	2054	194	765	2597	690	975	473	24	319	595	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	2054	194	765	2597	690	975	473	24	319	595	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	2054	194	765	2597	690	975	473	24	319	595	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	2054	194	765	2597	690	975	473	24	319	595	215
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	3.00	1.91	0.09	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	3200	6400	1600	4800	3048	152	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.12	0.24	0.41	0.43	0.20	0.16	0.16	0.10	0.12	0.13
Crit Moves:		****		****			****					****

Newport Banning Ranch
Year 2016 with Phase 1 Project - TPO Analysis
AM Peak Hour

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

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	160	Level Of Service:	D

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 1! 0 1			0 0 2 0 1			0 0 3 0 1		
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.07	1.00	1.07	1.07
Initial Bse:	0	0	0	383	0	288	0	2232	202	0	870	374
Added Vol:	0	0	0	0	0	0	0	17	0	0	5	0
Committed P:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	400	0	323	0	2261	206	0	917	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	400	0	323	0	2261	0	0	917	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	400	0	323	0	2261	0	0	917	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	400	0	323	0	2261	0	0	917	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.66	0.00	1.34	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2656	0	2144	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.71	0.00	0.00	0.19	0.00
Crit Moves:				****				****		****		

Newport Banning Ranch
Year 2016 with Phase 1 Project - TPO Analysis
PM Peak Hour

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

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0 4 0 0			0 0 3 1 0			1 0 0 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	778	2659	0	0	3388	54	132	0	576	0	0	0
Added Vol:	7	27	0	0	48	0	0	0	12	0	0	0
Committed P:	27	28	0	0	51	0	0	0	50	0	0	0
Initial Fut:	812	2714	0	0	3487	54	132	0	638	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:	812	2714	0	0	3487	54	132	0	638	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	812	2714	0	0	3487	54	132	0	638	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:	812	2714	0	0	3487	54	132	0	638	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	4.00	0.00	0.00	3.94	0.06	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	6303	97	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.42	0.00	0.00	0.55	0.55	0.08	0.00	0.20	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

Newport Banning Ranch
Year 2016 with Phase 1 Project - TPO Analysis
PM Peak Hour

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

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.905
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0 3 1 0			1 0 3 1 0			2 0 1 0 1			1 0 0 1 0		
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	119	2920	16	134	3768	154	269	80	51	19	133	24
Added Vol:	0	34	0	0	61	0	0	0	0	0	0	0
Committed P:	14	68	0	0	111	0	0	0	21	0	0	0
Initial Fut:	133	3022	16	134	3940	154	269	80	72	19	133	24
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:	133	3022	16	134	3940	154	269	80	72	19	133	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	3022	16	134	3940	154	269	80	72	19	133	24
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:	133	3022	16	134	3940	154	269	80	72	19	133	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.85	0.15	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1600	6366	34	1600	6159	241	3200	1600	1600	1600	1359	241
Capacity Analysis Module:												
Vol/Sat:	0.08	0.47	0.47	0.08	0.64	0.64	0.08	0.05	0.05	0.01	0.10	0.10
Crit Moves:	****				****		****					****

Newport Banning Ranch
Year 2016 Cumulative Conditions with Project
AM Peak Hour

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

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 1! 0 1			0 0 2 0 1			0 0 3 0 1		
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.07	1.00	1.07	1.07
Initial Bse:	0	0	0	383	0	288	0	2232	202	0	870	374
Added Vol:	0	0	0	18	0	2	0	182	0	0	161	6
Committed P:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	418	0	325	0	2426	206	0	1073	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	418	0	325	0	2426	0	0	1073	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	418	0	325	0	2426	0	0	1073	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	418	0	325	0	2426	0	0	1073	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.69	xxxx	1.31	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2700	0	2100	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.76	0.00	0.00	0.22	0.00
Crit Moves:				****				****		****		

Newport Banning Ranch
Year 2016 Cumulative Conditions with Project
AM Peak Hour

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

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Intersection #28 Monrovia Ave/19th St

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

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Street Name:	Monrovia Avenue						19th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1!	0 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	31	10	162	79	19	1	4	403	34	154	213	30
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	33	11	174	85	20	1	4	432	36	165	228	32
Added Vol:	0	11	9	0	15	0	0	97	0	10	29	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	22	183	85	35	1	4	529	36	175	257	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:	33	22	183	85	35	1	4	529	36	175	257	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	22	183	85	35	1	4	529	36	175	257	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:	33	22	183	85	35	1	4	529	36	175	257	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:	0.60	0.40	1.00	0.70	0.29	0.01	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	968	632	1600	1119	467	14	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.11	0.05	0.08	0.08	0.00	0.33	0.02	0.11	0.16	0.02
Crit Moves:			****	****				****		****		

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Newport Banning Ranch
Year 2016 Cumulative Conditions with Project
AM Peak Hour

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

Intersection #34 Newport Blvd/19th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	Level Of Service:	D

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0 3 1 0			2 0 3 1 1			2 1 1 0 1			1 0 2 1 1		
Volume Module:												
Base Vol:	31	2709	9	181	2440	486	886	183	14	21	162	237
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	33	2904	10	194	2616	521	950	196	15	23	174	254
Added Vol:	0	257	0	0	111	18	63	6	0	10	1	0
Committed P:	0	12	1	0	9	0	0	0	2	0	0	0
Initial Fut:	33	3173	11	194	2736	539	1013	202	17	33	175	254
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:	33	3173	11	194	2736	539	1013	202	17	33	175	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	3173	11	194	2736	539	1013	202	17	33	175	254
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:	33	3173	11	194	2736	539	1013	202	17	33	175	254
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	2.00	4.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1600	6379	21	3200	6400	1600	4800	1600	1600	1600	3200	3200
Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.50	0.06	0.43	0.34	0.21	0.13	0.01	0.02	0.05	0.08
Crit Moves:		****		****			****					****

Newport Banning Ranch
Year 2016 Cumulative Conditions with Project
PM Peak Hour

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

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.949
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0 4 0 0			0 0 3 1 0			1 0 0 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	778	2659	0	0	3388	54	132	0	576	0	0	0
Added Vol:	47	252	0	0	347	0	0	0	64	0	0	0
Committed P:	27	28	0	0	51	0	0	0	50	0	0	0
Initial Fut:	852	2939	0	0	3786	54	132	0	690	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:	852	2939	0	0	3786	54	132	0	690	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	852	2939	0	0	3786	54	132	0	690	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:	852	2939	0	0	3786	54	132	0	690	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	4.00	0.00	0.00	3.94	0.06	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	6311	89	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.46	0.00	0.00	0.60	0.60	0.08	0.00	0.22	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

Newport Banning Ranch
Year 2016 Cumulative Conditions with Project
PM Peak Hour

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

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.977
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0 3	1 0		1 0 3	1 0		2 0 1	0 1		1 0 0	1 0	
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	119	2920	16	134	3768	154	269	80	51	19	133	24
Added Vol:	0	244	0	0	335	77	55	0	0	0	0	0
Committed P:	14	68	0	0	111	0	0	0	21	0	0	0
Initial Fut:	133	3232	16	134	4214	231	324	80	72	19	133	24
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:	133	3232	16	134	4214	231	324	80	72	19	133	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	3232	16	134	4214	231	324	80	72	19	133	24
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:	133	3232	16	134	4214	231	324	80	72	19	133	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.79	0.21	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1600	6368	32	1600	6067	333	3200	1600	1600	1600	1359	241
Capacity Analysis Module:												
Vol/Sat:	0.08	0.51	0.51	0.08	0.69	0.69	0.10	0.05	0.05	0.01	0.10	0.10
Crit Moves:	****				****		****					****

Newport Banning Ranch
Year 2016 Cumulative Conditions with Project
PM Peak Hour

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

Intersection #42 Pomona Ave/17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Pomona Avenue						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	20	130	53	65	86	32	52	308	16	43	297	102
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	21	139	57	70	92	34	56	330	17	46	318	109
Added Vol:	0	2	0	12	4	0	0	152	0	0	212	10
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	141	57	82	96	34	56	482	17	46	530	119
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:	21	141	57	82	96	34	56	482	17	46	530	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	141	57	82	96	34	56	482	17	46	530	119
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:	21	141	57	82	96	34	56	482	17	46	530	119
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:	0.10	0.64	0.26	0.38	0.46	0.16	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	156	1030	414	616	725	259	1600	1545	55	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.05	0.13	0.13	0.03	0.31	0.31	0.03	0.33	0.07
Crit Moves:		****		****			****				****	

Newport Banning Ranch
Year 2016 Cumulative Conditions with Project
PM Peak Hour

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

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Intersection #43 Superior Ave/17th St

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

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Street Name:	Superior Avenue						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 1		1 0 1	1 0		1 0 1	1 0		1 1 1	0 1	
Volume Module:												
Base Vol:	100	184	620	89	287	84	25	497	65	423	436	81
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	107	197	665	95	308	90	27	533	70	453	467	87
Added Vol:	0	6	100	0	15	0	0	152	0	147	212	0
Committed P:	3	25	0	0	101	0	0	0	11	0	0	0
Initial Fut:	110	228	765	95	424	90	27	685	81	600	679	87
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:	110	228	765	95	424	90	27	685	81	600	679	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	228	765	95	424	90	27	685	81	600	679	87
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:	110	228	765	95	424	90	27	685	81	600	679	87
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	0.46	1.54	1.00	1.65	0.35	1.00	1.79	0.21	1.41	1.59	1.00
Final Sat.:	1600	736	2464	1600	2639	561	1600	2863	337	2252	2548	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.06	0.16	0.16	0.02	0.24	0.24	0.27	0.27	0.05
Crit Moves:		****		****					****	****		

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Newport Banning Ranch
Year 2016 Cumulative Conditions with Project
PM Peak Hour

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

Intersection #44 Newport Blvd/17th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 4 0 1			2 0 4 0 1			3 0 1 1 0			2 0 3 0 1		
Volume Module:												
Base Vol:	63	1820	169	714	2315	347	707	393	22	276	485	201
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	68	1951	181	765	2482	372	758	421	24	296	520	215
Added Vol:	0	61	13	0	75	260	183	69	0	23	99	0
Committed P:	0	67	0	0	51	0	0	0	0	0	0	0
Initial Fut:	68	2079	194	765	2608	632	941	490	24	319	619	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	2079	194	765	2608	632	941	490	24	319	619	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	2079	194	765	2608	632	941	490	24	319	619	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	2079	194	765	2608	632	941	490	24	319	619	215
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	3.00	1.91	0.09	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	3200	6400	1600	4800	3053	147	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.12	0.24	0.41	0.39	0.20	0.16	0.16	0.10	0.13	0.13
Crit Moves:		****		****			****				****	

Newport Banning Ranch
Year 2016 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

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

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 0 1! 0 1			0 0 2 0 1			0 0 3 0 1		
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.07	1.00	1.07	1.07
Initial Bse:	0	0	0	383	0	288	0	2232	202	0	870	374
Added Vol:	0	0	0	18	0	2	0	175	0	0	159	6
Committed P:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	418	0	325	0	2419	206	0	1071	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	418	0	325	0	2419	0	0	1071	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	418	0	325	0	2419	0	0	1071	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	418	0	325	0	2419	0	0	1071	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.69	xxxx	1.31	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2700	0	2100	0	3200	1600	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.76	0.00	0.00	0.22	0.00
Crit Moves:				****				****		****		

Newport Banning Ranch
Year 2016 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

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

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Intersection #34 Newport Blvd/19th St

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Cycle (sec):	120	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	147	Level Of Service:	D

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Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0 3	1 0		2 0 3	1 1		2 1 1	0 1		1 0 2	1 1	
Volume Module:												
Base Vol:	31	2709	9	181	2440	486	886	183	14	21	162	237
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	33	2904	10	194	2616	521	950	196	15	23	174	254
Added Vol:	0	318	0	0	129	0	2	6	0	10	1	0
Committed P:	0	12	1	0	9	0	0	0	2	0	0	0
Initial Fut:	33	3234	11	194	2754	521	952	202	17	33	175	254
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:	33	3234	11	194	2754	521	952	202	17	33	175	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	3234	11	194	2754	521	952	202	17	33	175	254
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:	33	3234	11	194	2754	521	952	202	17	33	175	254
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	2.00	4.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1600	6379	21	3200	6400	1600	4800	1600	1600	1600	3200	3200
Capacity Analysis Module:												
Vol/Sat:	0.02	0.51	0.51	0.06	0.43	0.33	0.20	0.13	0.01	0.02	0.05	0.08
Crit Moves:		****		****			****					****

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Newport Banning Ranch
Year 2016 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

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

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.965
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0 4 0 0			0 0 3 1 0			1 0 0 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	778	2659	0	0	3388	54	132	0	576	0	0	0
Added Vol:	64	294	0	0	419	0	0	0	91	0	0	0
Committed P:	27	28	0	0	51	0	0	0	50	0	0	0
Initial Fut:	869	2981	0	0	3858	54	132	0	717	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:	869	2981	0	0	3858	54	132	0	717	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	869	2981	0	0	3858	54	132	0	717	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:	869	2981	0	0	3858	54	132	0	717	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	4.00	0.00	0.00	3.95	0.05	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	6312	88	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.47	0.00	0.00	0.61	0.61	0.08	0.00	0.22	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

Newport Banning Ranch
Year 2016 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

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

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.999
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0 3 1 0			1 0 3 1 0			2 0 1 0 1			1 0 0 1 0		
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	119	2920	16	134	3768	154	269	80	51	19	133	24
Added Vol:	0	282	0	0	400	109	76	0	0	0	0	0
Committed P:	14	68	0	0	111	0	0	0	21	0	0	0
Initial Fut:	133	3270	16	134	4279	263	345	80	72	19	133	24
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:	133	3270	16	134	4279	263	345	80	72	19	133	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	3270	16	134	4279	263	345	80	72	19	133	24
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:	133	3270	16	134	4279	263	345	80	72	19	133	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.77	0.23	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1600	6369	31	1600	6029	371	3200	1600	1600	1600	1359	241
Capacity Analysis Module:												
Vol/Sat:	0.08	0.51	0.51	0.08	0.71	0.71	0.11	0.05	0.05	0.01	0.10	0.10
Crit Moves:	****				****		****					****

Newport Banning Ranch
Year 2016 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

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

Intersection #42 Pomona Ave/17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Pomona Avenue						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	20	130	53	65	86	32	52	308	16	43	297	102
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	21	139	57	70	92	34	56	330	17	46	318	109
Added Vol:	0	0	0	12	0	0	0	164	0	0	230	10
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	139	57	82	92	34	56	494	17	46	548	119
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:	21	139	57	82	92	34	56	494	17	46	548	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	139	57	82	92	34	56	494	17	46	548	119
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:	21	139	57	82	92	34	56	494	17	46	548	119
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:	0.10	0.64	0.26	0.39	0.45	0.16	1.00	0.97	0.03	1.00	1.00	1.00
Final Sat.:	158	1025	418	628	709	264	1600	1546	54	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.05	0.13	0.13	0.03	0.32	0.32	0.03	0.34	0.07
Crit Moves:		****		****			****				****	

Newport Banning Ranch
Year 2016 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

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

Intersection #43 Superior Ave/17th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Superior Avenue						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 1			1 0 1 1 0			1 0 1 1 0			1 1 1 0 1		
Volume Module:												
Base Vol:	100	184	620	89	287	84	25	497	65	423	436	81
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	107	197	665	95	308	90	27	533	70	453	467	87
Added Vol:	0	6	118	0	15	0	0	164	0	181	230	0
Committed P:	3	25	0	0	101	0	0	0	11	0	0	0
Initial Fut:	110	228	783	95	424	90	27	697	81	634	697	87
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:	110	228	783	95	424	90	27	697	81	634	697	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	228	783	95	424	90	27	697	81	634	697	87
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:	110	228	783	95	424	90	27	697	81	634	697	87
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	0.45	1.55	1.00	1.65	0.35	1.00	1.79	0.21	1.43	1.57	1.00
Final Sat.:	1600	723	2477	1600	2639	561	1600	2868	332	2287	2513	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.06	0.16	0.16	0.02	0.24	0.24	0.28	0.28	0.05
Crit Moves:		****		****				****			****	

Newport Banning Ranch
Year 2016 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

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

****

Intersection #44 Newport Blvd/17th St

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.895
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

****

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 4 0 1			2 0 4 0 1			3 0 1 1 0			2 0 3 0 1		
Volume Module:												
Base Vol:	63	1820	169	714	2315	347	707	393	22	276	485	201
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	68	1951	181	765	2482	372	758	421	24	296	520	215
Added Vol:	0	63	13	0	80	321	219	64	0	23	90	0
Committed P:	0	67	0	0	51	0	0	0	0	0	0	0
Initial Fut:	68	2081	194	765	2613	693	977	485	24	319	610	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	2081	194	765	2613	693	977	485	24	319	610	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	2081	194	765	2613	693	977	485	24	319	610	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	2081	194	765	2613	693	977	485	24	319	610	215
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	4.00	1.00	3.00	1.91	0.09	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	3200	6400	1600	4800	3052	148	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.12	0.24	0.41	0.43	0.20	0.16	0.16	0.10	0.13	0.13
Crit Moves:		****		****			****				****	

****

Newport Banning Ranch
Year 2016 Cumulative Conditions with Phase 1 Project
PM Peak Hour

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

****

Intersection #36 Newport Blvd/Harbor Blvd

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

****

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0 4 0 0			0 0 3 1 0			1 0 0 0 2			0 0 0 0 0		
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	0	0	0
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	778	2659	0	0	3388	54	132	0	576	0	0	0
Added Vol:	12	62	0	0	78	0	0	0	16	0	0	0
Committed P:	27	28	0	0	51	0	0	0	50	0	0	0
Initial Fut:	817	2749	0	0	3517	54	132	0	642	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:	817	2749	0	0	3517	54	132	0	642	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	817	2749	0	0	3517	54	132	0	642	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:	817	2749	0	0	3517	54	132	0	642	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	4.00	0.00	0.00	3.94	0.06	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3200	6400	0	0	6304	96	1600	0	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.43	0.00	0.00	0.56	0.56	0.08	0.00	0.20	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

****

Newport Banning Ranch
Year 2016 Cumulative Conditions with Phase 1 Project
PM Peak Hour

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

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec):	120	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0 3 1 0			1 0 3 1 0			2 0 1 0 1			1 0 0 1 0		
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	119	2920	16	134	3768	154	269	80	51	19	133	24
Added Vol:	0	64	0	0	79	15	10	0	0	0	0	0
Committed P:	14	68	0	0	111	0	0	0	21	0	0	0
Initial Fut:	133	3052	16	134	3958	169	279	80	72	19	133	24
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:	133	3052	16	134	3958	169	279	80	72	19	133	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	3052	16	134	3958	169	279	80	72	19	133	24
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:	133	3052	16	134	3958	169	279	80	72	19	133	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.84	0.16	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1600	6366	34	1600	6137	263	3200	1600	1600	1600	1359	241
Capacity Analysis Module:												
Vol/Sat:	0.08	0.48	0.48	0.08	0.64	0.64	0.09	0.05	0.05	0.01	0.10	0.10
Crit Moves:	****				****		****					****

APPENDIX L

INTERSECTION ANALYSIS WORKSHEETS – STATE HIGHWAY ANALYSIS

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Scenario Report

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

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.4
Optimal Cycle:	30	Level Of Service:	C

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	129	1373	96	56	1066	368	197	124	199	65	224	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1373	96	56	1066	368	197	124	199	65	224	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1373	96	56	1066	368	197	124	199	65	224	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1373	96	56	1066	368	197	124	199	65	224	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1373	96	56	1066	368	197	124	199	65	224	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	1373	96	56	1066	368	197	124	199	65	224	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1900	5187	1900	1900	5187	1900	3686	1900	1900	1900	3209	401
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.05	0.03	0.21	0.19	0.05	0.07	0.10	0.03	0.07	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.16	0.56	0.56	0.06	0.47	0.47	0.13	0.22	0.22	0.07	0.17	0.17
Volume/Cap:	0.44	0.47	0.09	0.47	0.44	0.41	0.42	0.29	0.47	0.47	0.42	0.42
Delay/Veh:	39.3	13.2	10.1	48.2	17.8	17.8	40.8	32.7	34.6	47.0	37.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	13.2	10.1	48.2	17.8	17.8	40.8	32.7	34.6	47.0	37.8	37.8
LOS by Move:	D	B	B	D	B	B	D	C	C	D	D	D
HCM2kAvgQ:	4	9	1	2	8	7	3	3	6	3	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.9
Optimal Cycle: 42 Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	49	1	70	40	2	19	11	3095	10	43	870	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:	49	1	70	40	2	19	11	3095	10	43	870	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1	70	40	2	19	11	3095	10	43	870	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:	49	1	70	40	2	19	11	3095	10	43	870	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1	70	40	2	19	11	3095	10	43	870	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:	49	1	70	40	2	19	11	3095	10	43	870	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.98	0.02	1.00	0.95	0.05	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1862	38	1900	1810	90	1900	1900	5170	17	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.02	0.02	0.01	0.01	0.60	0.60	0.02	0.17	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.05	0.05	0.05	0.05	0.05	0.05	0.03	0.86	0.86	0.03	0.86	0.86
Volume/Cap:	0.50	0.50	0.70	0.42	0.42	0.19	0.20	0.70	0.70	0.70	0.20	0.01
Delay/Veh:	50.0	50.0	66.4	48.7	48.7	46.3	49.1	3.1	3.1	78.1	1.2	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	50.0	66.4	48.7	48.7	46.3	49.1	3.1	3.1	78.1	1.2	1.0
LOS by Move:	D	D	E	D	D	D	D	A	A	E	A	A
HCM2kAvgQ:	2	2	4	2	2	1	1	14	14	3	2	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 40 Level Of Service: B

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	19	0	33	267	0	7	17	2490	5	26	1112	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	33	267	0	7	17	2490	5	26	1112	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	0	33	267	0	7	17	2490	5	26	1112	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	33	267	0	7	17	2490	5	26	1112	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	33	267	0	7	17	2490	5	26	1112	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	0	33	267	0	7	17	2490	5	26	1112	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.97	0.00	0.03	1.00	2.99	0.01	1.00	2.91	0.09
Final Sat.:	1900	0	1900	1851	0	49	1900	5177	10	1900	5033	154
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.14	0.00	0.14	0.01	0.48	0.48	0.01	0.22	0.22
Crit Moves:				****				****		****		
Green/Cycle:	0.21	0.00	0.21	0.21	0.00	0.21	0.03	0.71	0.71	0.02	0.70	0.70
Volume/Cap:	0.05	0.00	0.08	0.68	0.00	0.68	0.32	0.68	0.68	0.68	0.32	0.32
Delay/Veh:	31.4	0.0	31.7	40.9	0.0	40.9	51.0	8.8	8.8	88.4	5.8	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	0.0	31.7	40.9	0.0	40.9	51.0	8.8	8.8	88.4	5.8	5.8
LOS by Move:	C	A	C	D	A	D	D	A	A	F	A	A
HCM2kAvgQ:	0	0	1	9	0	9	1	16	16	2	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 42 Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	266	114	170	165	247	709	1914	211	95	768	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	266	114	170	165	247	709	1914	211	95	768	155
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:	168	266	114	170	165	247	709	1914	211	95	768	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
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:	168	266	114	170	165	247	709	1914	211	95	768	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.40	0.60	1.52	1.48	2.00	2.00	3.00	1.00	1.00	3.33	0.67
Final Sat.:	1805	2527	1083	2748	2667	3344	3686	5187	1900	1900	5755	1161
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.06	0.06	0.07	0.19	0.37	0.11	0.05	0.13	0.13
Crit Moves:		****			****			****		****		
Green/Cycle:	0.17	0.17	0.17	0.10	0.10	0.49	0.39	0.58	0.58	0.08	0.27	0.27
Volume/Cap:	0.56	0.64	0.64	0.64	0.64	0.15	0.50	0.64	0.19	0.64	0.50	0.50
Delay/Veh:	39.2	40.5	40.5	46.0	46.0	14.3	23.4	14.5	10.0	53.5	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	40.5	40.5	46.0	46.0	14.3	23.4	14.5	10.0	53.5	31.0	31.0
LOS by Move:	D	D	D	D	D	B	C	B	B	D	C	C
HCM2kAvgQ:	6	7	7	5	5	2	9	15	3	4	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 53 Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	383	0	288	0	2082	188	0	812	349
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	383	0	288	0	2082	188	0	812	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	383	0	288	0	2082	0	0	812	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	383	0	288	0	2082	0	0	812	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	383	0	288	0	2082	0	0	812	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.15	0.00	0.58	0.00	0.00	0.16	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.77	0.00	0.77	0.00	0.00	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	36.9	0.0	47.9	0.0	9.2	0.0	0.0	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.9	0.0	47.9	0.0	9.2	0.0	0.0	3.9	0.0
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	10	0	22	0	0	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 34 Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	77	4	304	312	1893	4	17	1124	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	77	4	304	312	1893	4	17	1124	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	77	4	304	312	1893	4	17	1124	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	77	4	304	312	1893	4	17	1124	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1900	1806	94	1900	1900	3602	8	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.16	0.16	0.53	0.53	0.01	0.22	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.07	0.07	0.07	0.44	0.38	0.86	0.86	0.01	0.50	0.50
Volume/Cap:	0.00	0.00	0.01	0.61	0.61	0.36	0.44	0.61	0.61	0.61	0.44	0.07
Delay/Veh:	0.0	0.0	43.3	53.6	53.6	18.6	23.8	2.6	2.6	83.6	16.4	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	43.3	53.6	53.6	18.6	23.8	2.6	2.6	83.6	16.4	13.2
LOS by Move:	A	A	D	D	D	B	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	4	4	6	7	10	10	1	8	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: 77 Level Of Service: B

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	33	1	14	42	1992	1	0	1220	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	1	14	42	1992	1	0	1220	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	14	42	1992	1	0	1220	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	14	42	1992	1	0	1220	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	14	42	1992	1	0	1220	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	1.00	0.00	0.69	0.02	0.29	1.00	1.99	0.01	0.00	3.00	1.00
Final Sat.:	0	1900	0	1306	40	554	1900	3608	2	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.02	0.55	0.55	0.00	0.24	0.02
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.03	0.03	0.03	0.64	0.91	0.91	0.00	0.27	0.27
Volume/Cap:	0.00	0.00	0.00	0.86	0.86	0.86	0.03	0.61	0.61	0.00	0.86	0.07
Delay/Veh:	0.0	0.0	0.0	121.8	122	121.8	6.7	1.2	1.2	0.0	40.5	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	121.8	122	121.8	6.7	1.2	1.2	0.0	40.5	27.0
LOS by Move:	A	A	A	F	F	F	A	A	A	A	D	C
HCM2kAvgQ:	0	0	0	3	3	3	0	7	7	0	16	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 40 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	16	61	29	840	51	108	117	1912	25	42	1212	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	61	29	840	51	108	117	1912	25	42	1212	469
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	61	29	840	51	108	117	1912	25	42	1212	469
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	61	29	840	51	108	117	1912	25	42	1212	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	61	29	840	51	108	117	1912	25	42	1212	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	61	29	840	51	108	117	1912	25	42	1212	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.36	0.64	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1900	2447	1163	5529	1900	1900	3686	5120	67	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.15	0.03	0.06	0.03	0.37	0.37	0.02	0.23	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.24	0.24	0.24	0.08	0.60	0.60	0.04	0.56	0.00
Volume/Cap:	0.21	0.62	0.62	0.62	0.11	0.23	0.42	0.62	0.62	0.62	0.42	0.00
Delay/Veh:	47.8	55.4	55.4	34.6	29.5	30.5	45.1	13.1	13.1	64.2	12.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	55.4	55.4	34.6	29.5	30.5	45.1	13.1	13.1	64.2	12.7	0.0
LOS by Move:	D	E	E	C	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	9	1	3	2	14	14	2	8	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 28 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	3	24	7	232	41	137	116	1607	17	18	614	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	24	7	232	41	137	116	1607	17	18	614	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	24	7	232	41	137	116	1607	17	18	614	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	24	7	232	41	137	116	1607	17	18	614	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	24	7	232	41	137	116	1607	17	18	614	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	24	7	232	41	137	116	1607	17	18	614	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.77	0.23	1.70	0.30	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1563	456	3431	606	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.07	0.06	0.29	0.01	0.01	0.11	0.02
Crit Moves:			****			****		****		****		
Green/Cycle:	0.04	0.04	0.04	0.16	0.16	0.16	0.25	0.70	0.70	0.02	0.48	0.48
Volume/Cap:	0.04	0.42	0.42	0.42	0.42	0.42	0.23	0.42	0.01	0.42	0.23	0.05
Delay/Veh:	46.7	50.9	50.9	38.0	38.0	38.5	30.5	6.5	4.6	54.7	15.5	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	50.9	50.9	38.0	38.0	38.5	30.5	6.5	4.6	54.7	15.5	14.1
LOS by Move:	D	D	D	D	D	D	C	A	A	D	B	B
HCM2kAvgQ:	0	1	1	4	4	4	3	8	0	1	4	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 32 Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	4	19	12	513	6	117	166	1721	2	6	639	305
Growth Adj:	1.00	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	19	12	513	6	117	166	1721	2	6	639	305
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	19	12	513	6	117	166	1721	2	6	639	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	19	12	513	6	117	166	1721	2	6	639	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	19	12	513	6	117	166	1721	2	6	639	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	19	12	513	6	117	166	1721	2	6	639	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.61	0.39	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1237	781	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.13	0.00	0.06	0.08	0.31	0.00	0.00	0.12	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.03	0.03	0.03	0.26	0.26	0.26	0.26	0.62	0.62	0.01	0.37	0.63
Volume/Cap:	0.06	0.50	0.50	0.50	0.01	0.22	0.32	0.50	0.00	0.50	0.32	0.24
Delay/Veh:	47.5	54.1	54.1	31.8	27.4	29.2	30.1	10.5	7.1	79.4	22.7	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	54.1	54.1	31.8	27.4	29.2	30.1	10.5	7.1	79.4	22.7	8.2
LOS by Move:	D	D	D	C	C	C	C	B	A	E	C	A
HCM2kAvgQ:	0	2	2	7	0	3	4	11	0	1	5	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 29 Level Of Service: B

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	304	706	749	0	1629	30	77	279	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	304	706	749	0	1629	30	77	279	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	304	706	749	0	1629	30	77	279	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	304	706	0	0	1629	30	77	279	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	304	706	0	0	1629	30	77	279	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	304	706	0	0	1629	30	77	279	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.20	2.80	1.00	0.00	2.95	0.05	1.00	1.00	0.00
Final Sat.:	0	0	0	2082	4834	1900	0	5093	94	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.32	0.32	0.04	0.15	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.59	0.59	0.08	0.67	0.00
Volume/Cap:	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.54	0.54	0.54	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	31.4	31.4	0.0	0.0	12.3	12.3	48.6	6.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.4	31.4	0.0	0.0	12.3	12.3	48.6	6.5	0.0
LOS by Move:	A	A	A	C	C	A	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	8	8	0	0	11	11	3	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.901
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 36.9
Optimal Cycle: 94 Level Of Service: D

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2	0 1	0 0	0	0 0	2 0	2	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	87	1212	32	0	0	0	1587	316	0	0	266	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	1212	32	0	0	0	1587	316	0	0	266	316
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1212	32	0	0	0	1587	316	0	0	266	316
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:	87	1212	32	0	0	0	1587	316	0	0	266	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1212	32	0	0	0	1587	316	0	0	266	316
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:	87	1212	32	0	0	0	1587	316	0	0	266	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.20	2.80	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	347	4840	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.02	0.00	0.00	0.00	0.43	0.09	0.00	0.00	0.14	0.17
Crit Moves:		****					****					****
Green/Cycle:	0.28	0.28	0.28	0.00	0.00	0.00	0.48	0.66	0.00	0.00	0.18	0.18
Volume/Cap:	0.90	0.90	0.06	0.00	0.00	0.00	0.90	0.13	0.00	0.00	0.76	0.90
Delay/Veh:	42.9	42.9	26.6	0.0	0.0	0.0	30.8	6.3	0.0	0.0	47.9	65.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	42.9	26.6	0.0	0.0	0.0	30.8	6.3	0.0	0.0	47.9	65.1
LOS by Move:	D	D	C	A	A	A	C	A	A	A	D	E
HCM2kAvgQ:	18	18	1	0	0	0	27	2	0	0	10	13

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: 63 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3	1 0	1 0	3	1 1	2 1	1	0 1	1 0	2	1 1
Volume Module:												
Base Vol:	31	2709	9	181	2440	486	886	183	14	21	162	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	2709	9	181	2440	486	886	183	14	21	162	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	2709	9	181	2440	486	886	183	14	21	162	237
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:	31	2709	9	181	2440	486	886	183	14	21	162	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	2709	9	181	2440	486	886	183	14	21	162	237
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:	31	2709	9	181	2440	486	886	183	14	21	162	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.99	0.01	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1900	6893	23	1900	6916	1729	5253	1805	1900	1900	3458	3458
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.39	0.10	0.35	0.28	0.17	0.10	0.01	0.01	0.05	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.03	0.50	0.50	0.12	0.59	0.59	0.21	0.21	0.21	0.09	0.09	0.09
Volume/Cap:	0.60	0.79	0.79	0.79	0.60	0.47	0.79	0.47	0.03	0.13	0.54	0.79
Delay/Veh:	65.5	22.0	22.0	59.3	13.1	11.6	40.3	34.5	31.2	42.5	44.5	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	22.0	22.0	59.3	13.1	11.6	40.3	34.5	31.2	42.5	44.5	52.9
LOS by Move:	E	C	C	E	B	B	D	C	C	D	D	D
HCM2kAvgQ:	2	20	20	7	13	9	11	6	0	1	3	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 30 Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	4	2678	8	60	2396	7	6	9	3	38	12	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	2678	8	60	2396	7	6	9	3	38	12	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2678	8	60	2396	7	6	9	3	38	12	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	2678	8	60	2396	7	6	9	3	38	12	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2678	8	60	2396	7	6	9	3	38	12	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2678	8	60	2396	7	6	9	3	38	12	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	0.40	0.60	1.00	1.00	0.11	0.89
Final Sat.:	1900	6895	21	1900	5187	1900	760	1140	1900	1900	200	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.03	0.46	0.00	0.01	0.01	0.00	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.77	0.77	0.06	0.83	0.83	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.56	0.50	0.50	0.50	0.56	0.00	0.07	0.07	0.01	0.19	0.56	0.56
Delay/Veh:	122.1	4.4	4.4	48.8	2.9	1.5	40.3	40.3	39.9	41.1	45.8	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.1	4.4	4.4	48.8	2.9	1.5	40.3	40.3	39.9	41.1	45.8	45.8
LOS by Move:	F	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	9	9	3	9	0	0	0	0	1	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 49 Level Of Service: B

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	317	2653	0	0	2559	49	26	0	486	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:	317	2653	0	0	2559	49	26	0	486	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	317	2653	0	0	2559	49	26	0	486	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:	317	2653	0	0	2559	49	26	0	486	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	2653	0	0	2559	49	26	0	486	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:	317	2653	0	0	2559	49	26	0	486	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.94	0.06	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5090	97	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.00	0.00	0.50	0.50	0.01	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.12	0.84	0.00	0.00	0.71	0.71	0.08	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.70	0.46	0.00	0.00	0.70	0.70	0.16	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	47.2	2.2	0.0	0.0	8.9	8.9	43.0	0.0	40.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	2.2	0.0	0.0	8.9	8.9	43.0	0.0	40.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	6	6	0	0	18	18	1	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 51 Level Of Service: B

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	64	2852	7	85	2743	165	179	81	26	7	68	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	2852	7	85	2743	165	179	81	26	7	68	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	2852	7	85	2743	165	179	81	26	7	68	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	2852	7	85	2743	165	179	81	26	7	68	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	2852	7	85	2743	165	179	81	26	7	68	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	2852	7	85	2743	165	179	81	26	7	68	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.69	0.31
Final Sat.:	1900	6899	17	1900	5187	1900	3686	1900	1900	1900	1318	582
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.41	0.04	0.53	0.09	0.05	0.04	0.01	0.00	0.05	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.05	0.70	0.70	0.08	0.73	0.73	0.07	0.07	0.07	0.07	0.07	0.07
Volume/Cap:	0.72	0.59	0.59	0.59	0.72	0.12	0.72	0.63	0.20	0.05	0.72	0.72
Delay/Veh:	71.8	7.6	7.6	50.8	8.2	3.9	55.5	55.3	44.9	43.4	62.5	62.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.8	7.6	7.6	50.8	8.2	3.9	55.5	55.3	44.9	43.4	62.5	62.5
LOS by Move:	E	A	A	D	A	A	E	E	D	D	E	E
HCM2kAvgQ:	3	12	12	4	18	1	4	4	1	0	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8
Optimal Cycle: 50 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	50	1789	209	559	1808	328	759	396	3	142	400	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1789	209	559	1808	328	759	396	3	142	400	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1789	209	559	1808	328	759	396	3	142	400	147
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:	50	1789	209	559	1808	328	759	396	3	142	400	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1789	209	559	1808	328	759	396	3	142	400	147
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:	50	1789	209	559	1808	328	759	396	3	142	400	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.58	0.42	2.00	3.00	1.00	3.00	1.98	0.02	2.00	3.00	1.00
Final Sat.:	1900	6193	723	3686	5187	1900	5529	3583	27	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.15	0.35	0.17	0.14	0.11	0.11	0.04	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.41	0.41	0.21	0.58	0.58	0.19	0.22	0.22	0.08	0.11	0.11
Volume/Cap:	0.61	0.71	0.71	0.71	0.61	0.30	0.71	0.49	0.49	0.49	0.71	0.71
Delay/Veh:	59.2	25.7	25.7	39.6	14.2	11.1	40.0	34.4	34.4	45.6	47.3	54.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	25.7	25.7	39.6	14.2	11.1	40.0	34.4	34.4	45.6	47.3	54.3
LOS by Move:	E	C	C	D	B	B	D	C	C	D	D	D
HCM2kAvgQ:	3	15	15	10	13	5	9	6	6	3	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 25 Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	1539	42	60	1370	49	38	44	13	19	68	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1539	42	60	1370	49	38	44	13	19	68	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1539	42	60	1370	49	38	44	13	19	68	77
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:	8	1539	42	60	1370	49	38	44	13	19	68	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1539	42	60	1370	49	38	44	13	19	68	77
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:	8	1539	42	60	1370	49	38	44	13	19	68	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.92	0.08	1.00	3.00	1.00	0.40	0.46	0.14	0.12	0.41	0.47
Final Sat.:	1900	5049	138	1900	5187	1900	760	880	260	220	788	892
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.03	0.26	0.03	0.05	0.05	0.05	0.09	0.09	0.09
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.68	0.68	0.07	0.74	0.74	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.36	0.45	0.45	0.45	0.36	0.04	0.26	0.26	0.26	0.45	0.45	0.45
Delay/Veh:	58.7	7.6	7.6	47.0	4.8	3.6	34.7	34.7	34.7	36.6	36.6	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	7.6	7.6	47.0	4.8	3.6	34.7	34.7	34.7	36.6	36.6	36.6
LOS by Move:	E	A	A	D	A	A	C	C	C	D	D	D
HCM2kAvgQ:	1	8	8	2	6	0	3	3	3	5	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 0.5
Optimal Cycle: 32 Level Of Service: A

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	3 0	0	0 0	3 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	2834	0	0	1183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	2834	0	0	1183	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	2834	0	0	1183	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	2834	0	0	1183	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	2834	0	0	1183	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	2834	0	0	1183	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	0	0	0	0	5187	0	0	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.23	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.94	0.00	0.00	0.94	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	5	0	0	1	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Scenario Report

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

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.6
Optimal Cycle:	35	Level Of Service:	C

Street Name:	Newport Boulevard									Hospital Road								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	1	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	117	1215	55			48	1513	205			293	135	187			121	178	38		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	117	1215	55			48	1513	205			293	135	187			121	178	38		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	117	1215	55			48	1513	205			293	135	187			121	178	38		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	117	1215	55			48	1513	205			293	135	187			121	178	38		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	117	1215	55			48	1513	205			293	135	187			121	178	38		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	117	1215	55			48	1513	205			293	135	187			121	178	38		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	0.91	1.00			1.00	0.91	1.00			0.97	1.00	1.00			1.00	0.95	0.95		
Lanes:	1.00	3.00	1.00			1.00	3.00	1.00			2.00	1.00	1.00			1.00	1.65	0.35		
Final Sat.:	1900	5187	1900			1900	5187	1900			3686	1900	1900			1900	2975	635		
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.23	0.03			0.03	0.29	0.11			0.08	0.07	0.10			0.06	0.06	0.06		
Crit Moves:	****						****						****			****				
Green/Cycle:	0.11	0.57	0.57			0.06	0.52	0.52			0.17	0.18	0.18			0.11	0.12	0.12		
Volume/Cap:	0.56	0.41	0.05			0.41	0.56	0.21			0.48	0.40	0.56			0.56	0.48	0.48		
Delay/Veh:	45.6	12.2	9.6			47.5	16.5	13.0			38.5	37.4	39.8			45.3	41.6	41.6		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	45.6	12.2	9.6			47.5	16.5	13.0			38.5	37.4	39.8			45.3	41.6	41.6		
LOS by Move:	D	B	A			D	B	B			D	D	D			D	D	D		
HCM2kAvgQ:	4	8	1			2	12	3			5	4	6			4	4	4		

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: 35 Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	37	8	29	32	2	18	44	1170	19	53	2788	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	8	29	32	2	18	44	1170	19	53	2788	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	8	29	32	2	18	44	1170	19	53	2788	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	8	29	32	2	18	44	1170	19	53	2788	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	8	29	32	2	18	44	1170	19	53	2788	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	8	29	32	2	18	44	1170	19	53	2788	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.82	0.18	1.00	0.94	0.06	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1562	338	1900	1788	112	1900	1900	5104	83	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.23	0.23	0.03	0.54	0.01
Crit Moves:		****					****				****	
Green/Cycle:	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.80	0.80	0.10	0.86	0.86
Volume/Cap:	0.62	0.62	0.40	0.47	0.47	0.25	0.62	0.29	0.29	0.29	0.62	0.02
Delay/Veh:	62.9	62.9	50.6	51.9	51.9	48.5	63.3	2.5	2.5	42.7	2.3	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.9	62.9	50.6	51.9	51.9	48.5	63.3	2.5	2.5	42.7	2.3	0.9
LOS by Move:	E	E	D	D	D	D	E	A	A	D	A	A
HCM2kAvgQ:	2	2	1	2	2	1	2	3	3	2	10	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.9
Optimal Cycle: 36 Level Of Service: A

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	21	0	28	88	1	8	16	1279	10	23	2645	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	0	28	88	1	8	16	1279	10	23	2645	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	0	28	88	1	8	16	1279	10	23	2645	132
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:	21	0	28	88	1	8	16	1279	10	23	2645	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	28	88	1	8	16	1279	10	23	2645	132
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:	21	0	28	88	1	8	16	1279	10	23	2645	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.91	0.01	0.08	1.00	2.98	0.02	1.00	2.86	0.14
Final Sat.:	1900	0	1900	1724	20	157	1900	5147	40	1900	4940	247
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.05	0.05	0.01	0.25	0.25	0.01	0.54	0.54
Crit Moves:					****		****				****	
Green/Cycle:	0.08	0.00	0.08	0.08	0.08	0.08	0.01	0.82	0.82	0.04	0.85	0.85
Volume/Cap:	0.14	0.00	0.18	0.63	0.63	0.63	0.63	0.30	0.30	0.30	0.63	0.63
Delay/Veh:	43.1	0.0	43.5	52.9	52.9	52.9	91.4	2.2	2.2	48.9	2.9	2.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	0.0	43.5	52.9	52.9	52.9	91.4	2.2	2.2	48.9	2.9	2.9
LOS by Move:	D	A	D	D	D	D	F	A	A	D	A	A
HCM2kAvgQ:	1	0	1	4	4	4	1	4	4	1	11	11

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1
Optimal Cycle: 43 Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	208	78	228	243	710	258	986	243	226	1854	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	208	78	228	243	710	258	986	243	226	1854	162
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:	254	208	78	228	243	710	258	986	243	226	1854	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
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:	254	208	78	228	243	710	258	986	243	226	1854	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.41	1.16	0.43	1.45	1.55	2.00	2.00	3.00	1.00	1.00	3.68	0.32
Final Sat.:	2547	2086	782	2621	2794	3344	3686	5187	1900	1900	6360	556
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.09	0.09	0.21	0.07	0.19	0.13	0.12	0.29	0.29
Crit Moves:		****				****	****				****	
Green/Cycle:	0.15	0.15	0.15	0.22	0.22	0.32	0.11	0.34	0.34	0.21	0.44	0.44
Volume/Cap:	0.66	0.66	0.66	0.40	0.40	0.66	0.66	0.56	0.38	0.56	0.66	0.66
Delay/Veh:	41.9	41.9	41.9	33.8	33.8	30.5	46.9	27.4	25.4	37.0	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	41.9	41.9	33.8	33.8	30.5	46.9	27.4	25.4	37.0	22.3	22.3
LOS by Move:	D	D	D	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	7	7	7	5	5	11	5	9	6	7	14	14

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 33 Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	586	0	393	0	1261	159	0	1823	487
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	586	0	393	0	1261	159	0	1823	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	586	0	393	0	1261	0	0	1823	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	586	0	393	0	1261	0	0	1823	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	586	0	393	0	1261	0	0	1823	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.21	0.00	0.35	0.00	0.00	0.35	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.35	0.00	0.35	0.00	0.59	0.00	0.00	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.59	0.00	0.59	0.00	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	25.5	0.0	28.2	0.0	13.2	0.0	0.0	13.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.5	0.0	28.2	0.0	13.2	0.0	0.0	13.2	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	7	0	10	0	13	0	0	13	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 39 Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	10	11	2	98	2	404	244	1373	5	11	2155	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	11	2	98	2	404	244	1373	5	11	2155	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	11	2	98	2	404	244	1373	5	11	2155	70
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:	10	11	2	98	2	404	244	1373	5	11	2155	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	98	2	404	244	1373	5	11	2155	70
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:	10	11	2	98	2	404	244	1373	5	11	2155	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	826	909	165	1862	38	1900	1900	3597	13	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.21	0.13	0.38	0.38	0.01	0.42	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.32	0.19	0.80	0.80	0.01	0.62	0.62
Volume/Cap:	0.10	0.10	0.10	0.42	0.42	0.67	0.67	0.48	0.48	0.48	0.67	0.06
Delay/Veh:	38.8	38.8	38.8	41.5	41.5	32.4	42.1	3.3	3.3	63.7	12.8	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	38.8	38.8	41.5	41.5	32.4	42.1	3.3	3.3	63.7	12.8	7.4
LOS by Move:	D	D	D	D	D	C	D	A	A	E	B	A
HCM2kAvgQ:	1	1	1	3	3	12	8	7	7	1	16	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 30 Level Of Service: A

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	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	1	2	55	0	27	94	1376	20	0	2230	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	2	55	0	27	94	1376	20	0	2230	52
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	1	2	55	0	27	94	1376	20	0	2230	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
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	1	2	55	0	27	94	1376	20	0	2230	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.33	0.67	0.67	0.00	0.33	1.00	1.97	0.03	0.00	3.00	1.00
Final Sat.:	0	633	1267	1274	0	626	1900	3558	52	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.05	0.39	0.39	0.00	0.43	0.03
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.08	0.08	0.08	0.00	0.08	0.09	0.86	0.86	0.00	0.77	0.77
Volume/Cap:	0.00	0.02	0.02	0.56	0.00	0.56	0.56	0.45	0.45	0.00	0.56	0.04
Delay/Veh:	0.0	42.7	42.7	49.1	0.0	49.1	47.7	1.6	1.6	0.0	4.7	2.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.7	42.7	49.1	0.0	49.1	47.7	1.6	1.6	0.0	4.7	2.7
LOS by Move:	A	D	D	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	4	5	5	0	10	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 48 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	35	42	41	918	61	119	145	1270	25	50	2153	1021
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	42	41	918	61	119	145	1270	25	50	2153	1021
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	42	41	918	61	119	145	1270	25	50	2153	1021
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	42	41	918	61	119	145	1270	25	50	2153	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	42	41	918	61	119	145	1270	25	50	2153	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	42	41	918	61	119	145	1270	25	50	2153	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1900	1827	1783	5529	1900	1900	3686	5087	100	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.17	0.03	0.06	0.04	0.25	0.25	0.03	0.42	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.24	0.24	0.24	0.06	0.59	0.59	0.06	0.59	0.00
Volume/Cap:	0.56	0.70	0.70	0.70	0.14	0.26	0.70	0.42	0.42	0.42	0.70	0.00
Delay/Veh:	58.7	64.8	64.8	36.6	30.2	31.3	56.5	11.4	11.4	47.6	14.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	64.8	64.8	36.6	30.2	31.3	56.5	11.4	11.4	47.6	14.9	0.0
LOS by Move:	E	E	E	D	C	C	E	B	B	D	B	A
HCM2kAvgQ:	2	3	3	10	1	3	4	8	8	2	17	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 33 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	22	15	101	30	152	137	885	17	30	1706	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	22	15	101	30	152	137	885	17	30	1706	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	22	15	101	30	152	137	885	17	30	1706	295
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:	10	22	15	101	30	152	137	885	17	30	1706	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	22	15	101	30	152	137	885	17	30	1706	295
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:	10	22	15	101	30	152	137	885	17	30	1706	295
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.59	0.41	1.54	0.46	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1200	818	3113	925	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.03	0.03	0.08	0.07	0.16	0.01	0.01	0.31	0.15
Crit Moves:			****			****	****				****	
Green/Cycle:	0.04	0.04	0.04	0.15	0.15	0.15	0.13	0.67	0.67	0.06	0.60	0.60
Volume/Cap:	0.14	0.51	0.51	0.22	0.22	0.51	0.51	0.24	0.01	0.24	0.51	0.24
Delay/Veh:	47.6	53.4	53.4	37.8	37.8	40.8	42.0	6.3	5.3	45.6	11.5	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	53.4	53.4	37.8	37.8	40.8	42.0	6.3	5.3	45.6	11.5	9.3
LOS by Move:	D	D	D	D	D	D	D	A	A	D	B	A
HCM2kAvgQ:	0	2	2	2	2	5	5	4	0	1	11	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 37 Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	8	23	17	324	6	179	182	797	2	13	1871	757
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	23	17	324	6	179	182	797	2	13	1871	757
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	23	17	324	6	179	182	797	2	13	1871	757
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:	8	23	17	324	6	179	182	797	2	13	1871	757
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	23	17	324	6	179	182	797	2	13	1871	757
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:	8	23	17	324	6	179	182	797	2	13	1871	757
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.58	0.42	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1161	858	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.08	0.00	0.09	0.09	0.14	0.00	0.01	0.34	0.37
Crit Moves:		****				****	****				****	
Green/Cycle:	0.03	0.03	0.03	0.15	0.15	0.15	0.15	0.70	0.70	0.03	0.58	0.73
Volume/Cap:	0.12	0.58	0.58	0.55	0.02	0.58	0.58	0.21	0.00	0.21	0.58	0.51
Delay/Veh:	47.6	60.0	60.0	40.3	36.1	42.4	42.2	5.2	4.4	48.8	13.6	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	60.0	60.0	40.3	36.1	42.4	42.2	5.2	4.4	48.8	13.6	6.1
LOS by Move:	D	E	E	D	D	D	D	A	A	D	B	A
HCM2kAvgQ:	0	2	2	5	0	6	6	3	0	1	13	10

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 24 Level Of Service: B

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	590	911	1230	0	765	36	77	233	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	590	911	1230	0	765	36	77	233	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	590	911	1230	0	765	36	77	233	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	590	911	0	0	765	36	77	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	590	911	0	0	765	36	77	233	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	590	911	0	0	765	36	77	233	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.57	2.43	1.00	0.00	2.87	0.13	1.00	1.00	0.00
Final Sat.:	0	0	0	2718	4198	1900	0	4954	233	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.00	0.00	0.15	0.15	0.04	0.12	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.35	0.35	0.09	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.44	0.44	0.00	0.00	0.44	0.44	0.44	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	16.4	16.4	0.0	0.0	25.0	25.0	44.7	17.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.4	16.4	0.0	0.0	25.0	25.0	44.7	17.7	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	8	8	0	0	7	7	3	4	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.7
Optimal Cycle: 29 Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2	0 1	0 0	0	0 0	2 0	2	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	109	907	92	0	0	0	734	601	0	0	202	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	907	92	0	0	0	734	601	0	0	202	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	907	92	0	0	0	734	601	0	0	202	203
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:	109	907	92	0	0	0	734	601	0	0	202	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	907	92	0	0	0	734	601	0	0	202	203
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:	109	907	92	0	0	0	734	601	0	0	202	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.32	2.68	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	556	4631	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.05	0.00	0.00	0.00	0.20	0.17	0.00	0.00	0.11	0.11
Crit Moves:		****					****				****	
Green/Cycle:	0.37	0.37	0.37	0.00	0.00	0.00	0.37	0.57	0.00	0.00	0.20	0.20
Volume/Cap:	0.53	0.53	0.13	0.00	0.00	0.00	0.53	0.29	0.00	0.00	0.53	0.54
Delay/Veh:	25.2	25.2	21.1	0.0	0.0	0.0	24.9	11.0	0.0	0.0	37.3	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	21.1	0.0	0.0	0.0	24.9	11.0	0.0	0.0	37.3	37.4
LOS by Move:	C	C	C	A	A	A	C	B	A	A	D	D
HCM2kAvgQ:	9	9	2	0	0	0	9	5	0	0	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 58 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3	1 0	1 0	3	1 1	2 1	1	0 1	1 0	2	1 1
Volume Module:												
Base Vol:	65	2649	38	202	3114	757	731	171	33	54	321	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	2649	38	202	3114	757	731	171	33	54	321	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	2649	38	202	3114	757	731	171	33	54	321	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	2649	38	202	3114	757	731	171	33	54	321	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	2649	38	202	3114	757	731	171	33	54	321	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	2649	38	202	3114	757	731	171	33	54	321	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.94	0.06	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.71	1.29
Final Sat.:	1900	6818	98	1900	6916	1729	5253	1805	1900	1900	4694	2222
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.11	0.45	0.44	0.14	0.09	0.02	0.03	0.07	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.51	0.51	0.14	0.60	0.60	0.18	0.18	0.18	0.09	0.09	0.09
Volume/Cap:	0.75	0.76	0.76	0.76	0.75	0.73	0.76	0.52	0.10	0.32	0.76	0.76
Delay/Veh:	76.6	20.8	20.8	53.8	15.0	14.6	41.8	37.2	34.1	43.7	50.1	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.6	20.8	20.8	53.8	15.0	14.6	41.8	37.2	34.1	43.7	50.1	50.1
LOS by Move:	E	C	C	D	B	B	D	D	C	D	D	D
HCM2kAvgQ:	4	19	19	8	20	19	10	6	1	2	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 41 Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	7	2542	55	142	3061	62	18	23	14	33	15	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	2542	55	142	3061	62	18	23	14	33	15	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	2542	55	142	3061	62	18	23	14	33	15	95
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:	7	2542	55	142	3061	62	18	23	14	33	15	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	2542	55	142	3061	62	18	23	14	33	15	95
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:	7	2542	55	142	3061	62	18	23	14	33	15	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.92	0.08	1.00	3.00	1.00	0.44	0.56	1.00	1.00	0.14	0.86
Final Sat.:	1900	6770	146	1900	5187	1900	834	1066	1900	1900	259	1641
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.07	0.59	0.03	0.02	0.02	0.01	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.71	0.71	0.14	0.85	0.85	0.08	0.08	0.08	0.08	0.08	0.08
Volume/Cap:	0.69	0.53	0.53	0.53	0.69	0.04	0.26	0.26	0.09	0.21	0.69	0.69
Delay/Veh:	165.6	6.6	6.6	41.7	3.2	1.2	43.8	43.8	42.6	43.4	57.0	57.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	165.6	6.6	6.6	41.7	3.2	1.2	43.8	43.8	42.6	43.4	57.0	57.0
LOS by Move:	F	A	A	D	A	A	D	D	D	D	E	E
HCM2kAvgQ:	1	10	10	5	13	0	1	1	0	1	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 144 Level Of Service: C

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	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:	726	2480	0	0	3160	50	123	0	537	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	726	2480	0	0	3160	50	123	0	537	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:	726	2480	0	0	3160	50	123	0	537	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	726	2480	0	0	3160	50	123	0	537	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:	726	2480	0	0	3160	50	123	0	537	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.95	0.05	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5106	81	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.36	0.00	0.00	0.62	0.62	0.06	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.21	0.85	0.00	0.00	0.65	0.65	0.07	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.96	0.42	0.00	0.00	0.96	0.96	0.96	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	62.0	1.7	0.0	0.0	24.3	24.3	112.4	0.0	32.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	1.7	0.0	0.0	24.3	24.3	112.4	0.0	32.4	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C	C	F	A	C	A	A	A
HCM2kAvgQ:	16	5	0	0	40	40	7	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 145 Level Of Service: C

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.00	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	2724	15	125	3515	144	251	75	48	18	124	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	2724	15	125	3515	144	251	75	48	18	124	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	2724	15	125	3515	144	251	75	48	18	124	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
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:	111	2724	15	125	3515	144	251	75	48	18	124	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1900	6878	38	1900	5187	1900	3686	1900	1900	1900	1614	286
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.07	0.68	0.08	0.07	0.04	0.03	0.01	0.08	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.66	0.66	0.11	0.71	0.71	0.07	0.07	0.07	0.08	0.08	0.08
Volume/Cap:	0.96	0.60	0.60	0.60	0.96	0.11	0.96	0.56	0.36	0.12	0.96	0.96
Delay/Veh:	116.8	9.8	9.8	47.3	20.7	4.7	90.1	49.9	45.9	43.0	106	105.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	9.8	9.8	47.3	20.7	4.7	90.1	49.9	45.9	43.0	106	105.8
LOS by Move:	F	A	A	D	C	A	F	D	D	D	F	F
HCM2kAvgQ:	7	13	13	5	42	1	7	3	2	1	8	8

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.5
Optimal Cycle: 60 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	63	1820	169	714	2315	347	707	393	22	276	485	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1820	169	714	2315	347	707	393	22	276	485	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1820	169	714	2315	347	707	393	22	276	485	201
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:	63	1820	169	714	2315	347	707	393	22	276	485	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1820	169	714	2315	347	707	393	22	276	485	201
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:	63	1820	169	714	2315	347	707	393	22	276	485	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.66	0.34	2.00	3.00	1.00	3.00	1.89	0.11	2.00	3.00	1.00
Final Sat.:	1900	6328	588	3686	5187	1900	5529	3419	191	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.19	0.45	0.18	0.13	0.11	0.11	0.07	0.09	0.11
Crit Moves:		****		****			****					****
Green/Cycle:	0.04	0.37	0.37	0.25	0.58	0.58	0.16	0.18	0.18	0.12	0.14	0.14
Volume/Cap:	0.77	0.78	0.78	0.78	0.77	0.32	0.78	0.63	0.63	0.63	0.69	0.78
Delay/Veh:	83.4	29.4	29.4	39.2	17.5	11.1	44.3	39.8	39.8	45.0	44.0	55.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.4	29.4	29.4	39.2	17.5	11.1	44.3	39.8	39.8	45.0	44.0	55.5
LOS by Move:	F	C	C	D	B	B	D	D	D	D	D	E
HCM2kAvgQ:	4	16	16	12	21	5	9	7	7	5	7	8

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 27 Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	1402	50	85	2084	29	36	48	21	20	37	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1402	50	85	2084	29	36	48	21	20	37	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1402	50	85	2084	29	36	48	21	20	37	59
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:	20	1402	50	85	2084	29	36	48	21	20	37	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1402	50	85	2084	29	36	48	21	20	37	59
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:	20	1402	50	85	2084	29	36	48	21	20	37	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.90	0.10	1.00	3.00	1.00	0.34	0.46	0.20	0.17	0.32	0.51
Final Sat.:	1900	5008	179	1900	5187	1900	651	869	380	328	606	966
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.04	0.40	0.02	0.06	0.06	0.06	0.06	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.02	0.71	0.71	0.11	0.80	0.80	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.50	0.40	0.40	0.40	0.50	0.02	0.46	0.46	0.46	0.50	0.50	0.50
Delay/Veh:	58.4	6.1	6.1	42.4	3.5	2.1	42.3	42.3	42.3	42.9	42.9	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	6.1	6.1	42.4	3.5	2.1	42.3	42.3	42.3	42.9	42.9	42.9
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	7	7	3	8	0	4	4	4	4	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 0.5
Optimal Cycle: 32 Level Of Service: A

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	3 0	0	0 0	3 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1487	0	0	2818	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1487	0	0	2818	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1487	0	0	2818	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1487	0	0	2818	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1487	0	0	2818	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1487	0	0	2818	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	0	0	0	0	5187	0	0	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.54	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.94	0.00	0.00	0.94	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.58	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.6	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	5	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Scenario Report

Scenario:	TPO 2015 w/o Project AM HCM
Command:	TPO 2015 w/o Project AM HCM
Volume:	Existing+Commited AM
Geometry:	Existing HCM
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	2015 HCM

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.6
Optimal Cycle:	32	Level Of Service:	C

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	129	1373	96	56	1066	368	197	124	199	65	224	28
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1457	102	59	1132	391	197	124	199	65	224	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	23	49	0	0	64	10	12	0	9	0	1	0
Initial Fut:	160	1506	102	59	1196	401	209	124	208	65	225	28
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:	160	1506	102	59	1196	401	209	124	208	65	225	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1506	102	59	1196	401	209	124	208	65	225	28
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:	160	1506	102	59	1196	401	209	124	208	65	225	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1900	5187	1900	1900	5187	1900	3686	1900	1900	1900	3210	400
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.05	0.03	0.23	0.21	0.06	0.07	0.11	0.03	0.07	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.17	0.57	0.57	0.06	0.47	0.47	0.13	0.22	0.22	0.07	0.16	0.16
Volume/Cap:	0.49	0.51	0.09	0.51	0.49	0.45	0.45	0.30	0.51	0.51	0.45	0.45
Delay/Veh:	38.8	12.9	9.6	49.0	18.7	18.4	41.1	33.3	35.5	48.2	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	12.9	9.6	49.0	18.7	18.4	41.1	33.3	35.5	48.2	38.8	38.8
LOS by Move:	D	B	A	D	B	B	D	C	D	D	D	D
HCM2kAvgQ:	5	10	1	3	9	8	4	3	6	3	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 49 Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	49	1	70	40	2	19	11	3095	10	43	870	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	49	1	70	40	2	19	12	3285	11	46	924	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	62	0	0	37	0
Initial Fut:	49	1	70	40	2	19	12	3347	11	46	961	18
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:	49	1	70	40	2	19	12	3347	11	46	961	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1	70	40	2	19	12	3347	11	46	961	18
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:	49	1	70	40	2	19	12	3347	11	46	961	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.98	0.02	1.00	0.95	0.05	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1862	38	1900	1810	90	1900	1900	5171	16	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.02	0.02	0.01	0.01	0.65	0.65	0.02	0.19	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.05	0.05	0.05	0.05	0.05	0.05	0.03	0.86	0.86	0.03	0.86	0.86
Volume/Cap:	0.54	0.54	0.75	0.45	0.45	0.20	0.21	0.75	0.75	0.75	0.21	0.01
Delay/Veh:	52.6	52.6	75.8	49.7	49.7	46.8	49.5	3.6	3.6	88.8	1.2	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	52.6	75.8	49.7	49.7	46.8	49.5	3.6	3.6	88.8	1.2	1.0
LOS by Move:	D	D	E	D	D	D	D	A	A	F	A	A
HCM2kAvgQ:	2	2	4	2	2	1	1	17	17	3	2	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 45 Level Of Service: B

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	19	0	33	267	0	7	17	2490	5	26	1112	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	19	0	33	267	0	7	18	2643	5	28	1180	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	62	0	0	37	0
Initial Fut:	19	0	33	267	0	7	18	2705	5	28	1217	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	19	0	33	267	0	7	18	2705	5	28	1217	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	33	267	0	7	18	2705	5	28	1217	36
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:	19	0	33	267	0	7	18	2705	5	28	1217	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.97	0.00	0.03	1.00	2.99	0.01	1.00	2.91	0.09
Final Sat.:	1900	0	1900	1851	0	49	1900	5177	10	1900	5038	149
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.14	0.00	0.14	0.01	0.52	0.52	0.01	0.24	0.24
Crit Moves:				****				****		****		
Green/Cycle:	0.20	0.00	0.20	0.20	0.00	0.20	0.03	0.72	0.72	0.02	0.71	0.71
Volume/Cap:	0.05	0.00	0.09	0.72	0.00	0.72	0.34	0.72	0.72	0.72	0.34	0.34
Delay/Veh:	32.5	0.0	32.7	44.3	0.0	44.3	51.5	8.9	8.9	99.5	5.5	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	0.0	32.7	44.3	0.0	44.3	51.5	8.9	8.9	99.5	5.5	5.5
LOS by Move:	C	A	C	D	A	D	D	A	A	F	A	A
HCM2kAvgQ:	0	0	1	9	0	9	1	19	19	2	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.5
Optimal Cycle: 46 Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	168	266	114	170	165	247	753	2032	224	101	815	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	1	6	0	0	3	12	24	49	0	0	42	0
Initial Fut:	169	272	114	170	168	259	777	2081	224	101	857	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	272	114	170	168	259	777	2081	224	101	857	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	272	114	170	168	259	777	2081	224	101	857	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	272	114	170	168	259	777	2081	224	101	857	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.41	0.59	1.51	1.49	2.00	2.00	3.00	1.00	1.00	3.36	0.64
Final Sat.:	1805	2544	1066	2724	2691	3344	3686	5187	1900	1900	5802	1114
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.06	0.06	0.08	0.21	0.40	0.12	0.05	0.15	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.16	0.16	0.16	0.09	0.09	0.49	0.39	0.59	0.59	0.08	0.28	0.28
Volume/Cap:	0.59	0.68	0.68	0.68	0.68	0.16	0.53	0.68	0.20	0.68	0.53	0.53
Delay/Veh:	40.2	42.0	42.0	47.7	47.7	14.4	23.7	14.5	9.5	56.7	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	42.0	42.0	47.7	47.7	14.4	23.7	14.5	9.5	56.7	31.0	31.0
LOS by Move:	D	D	D	D	D	B	C	B	A	E	C	C
HCM2kAvgQ:	6	7	7	5	5	2	10	16	3	4	8	8

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 67 Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Initial Bse:	0	0	0	383	0	288	0	2210	200	0	862	370
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	400	0	323	0	2222	204	0	904	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	400	0	323	0	2222	0	0	904	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	400	0	323	0	2222	0	0	904	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	400	0	323	0	2222	0	0	904	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.00	0.62	0.00	0.00	0.17	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.84	0.00	0.84	0.00	0.00	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	36.3	0.0	52.8	0.0	11.5	0.0	0.0	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.3	0.0	52.8	0.0	11.5	0.0	0.0	4.2	0.0
LOS by Move:	A	A	A	D	A	D	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	12	0	27	0	0	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 40 Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	1	77	4	304	331	2009	4	18	1193	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	2	0	0	0	103	0	0	92	1
Initial Fut:	0	0	1	79	4	304	331	2112	4	18	1285	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	79	4	304	331	2112	4	18	1285	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	304	331	2112	4	18	1285	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	79	4	304	331	2112	4	18	1285	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1900	1808	92	1900	1900	3603	7	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.16	0.17	0.59	0.59	0.01	0.25	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.06	0.06	0.06	0.43	0.36	0.86	0.86	0.01	0.51	0.51
Volume/Cap:	0.00	0.00	0.01	0.68	0.68	0.38	0.48	0.68	0.68	0.68	0.48	0.07
Delay/Veh:	0.0	0.0	43.8	60.3	60.3	19.9	25.2	2.9	2.9	102.6	15.8	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	43.8	60.3	60.3	19.9	25.2	2.9	2.9	102.6	15.8	12.3
LOS by Move:	A	A	D	E	E	B	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	4	4	6	8	12	12	2	9	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: 158 Level Of Service: C

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	33	1	14	45	2115	1	0	1295	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	108	0	0	93	0
Initial Fut:	0	0	0	33	1	14	45	2223	1	0	1388	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	14	45	2223	1	0	1388	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	14	45	2223	1	0	1388	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	14	45	2223	1	0	1388	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	1.00	0.00	0.69	0.02	0.29	1.00	1.99	0.01	0.00	3.00	1.00
Final Sat.:	0	1900	0	1306	40	554	1900	3608	2	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.02	0.62	0.62	0.00	0.27	0.02
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.03	0.03	0.03	0.64	0.91	0.91	0.00	0.28	0.28
Volume/Cap:	0.00	0.00	0.00	0.97	0.97	0.97	0.04	0.67	0.67	0.00	0.97	0.07
Delay/Veh:	0.0	0.0	0.0	163.6	164	163.6	6.8	1.5	1.5	0.0	52.2	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	163.6	164	163.6	6.8	1.5	1.5	0.0	52.2	26.7
LOS by Move:	A	A	A	F	F	F	A	A	A	A	D	C
HCM2kAvgQ:	0	0	0	4	4	4	0	9	9	0	21	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 45 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	16	61	29	840	51	108	117	1912	25	42	1212	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	61	29	840	51	108	124	2030	27	45	1287	498
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	9	0	18	10	93	0	0	91	7
Initial Fut:	16	61	29	849	51	126	134	2123	27	45	1378	505
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	61	29	849	51	126	134	2123	27	45	1378	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	61	29	849	51	126	134	2123	27	45	1378	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	61	29	849	51	126	134	2123	27	45	1378	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.36	0.64	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1900	2447	1163	5529	1900	1900	3686	5123	64	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.15	0.03	0.07	0.04	0.41	0.41	0.02	0.27	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.23	0.23	0.23	0.08	0.62	0.62	0.04	0.57	0.00
Volume/Cap:	0.23	0.67	0.67	0.67	0.12	0.29	0.46	0.67	0.67	0.67	0.46	0.00
Delay/Veh:	48.4	59.9	59.9	36.5	30.6	32.2	45.2	13.0	13.0	71.0	12.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	59.9	59.9	36.5	30.6	32.2	45.2	13.0	13.0	71.0	12.4	0.0
LOS by Move:	D	E	E	D	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	9	1	3	3	16	16	3	9	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 29 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	3	24	7	232	41	137	116	1607	17	18	614	50
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	25	7	246	44	145	123	1706	18	19	652	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	12	0	0	0	35	0	0	21	7
Initial Fut:	3	25	7	258	44	145	123	1741	18	19	673	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	25	7	258	44	145	123	1741	18	19	673	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	25	7	258	44	145	123	1741	18	19	673	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	25	7	258	44	145	123	1741	18	19	673	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.77	0.23	1.71	0.29	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1563	456	3455	582	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.07	0.06	0.32	0.01	0.01	0.12	0.03
Crit Moves:			****		****			****		****		
Green/Cycle:	0.04	0.04	0.04	0.17	0.17	0.17	0.24	0.70	0.70	0.02	0.48	0.48
Volume/Cap:	0.04	0.45	0.45	0.45	0.45	0.44	0.25	0.45	0.01	0.45	0.25	0.06
Delay/Veh:	46.8	51.7	51.7	38.2	38.2	38.5	31.1	6.8	4.6	55.9	15.5	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	51.7	51.7	38.2	38.2	38.5	31.1	6.8	4.6	55.9	15.5	14.0
LOS by Move:	D	D	D	D	D	D	C	A	A	E	B	B
HCM2kAvgQ:	0	2	2	5	5	4	3	9	0	1	4	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 35 Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 0			2 0 1 0 1			1 0 3 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	4	19	12	513	6	117	166	1721	2	6	639	305
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	20	13	545	6	124	176	1827	2	6	678	324
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	15	0	0	0	47	0	0	28	9
Initial Fut:	4	20	13	560	6	124	176	1874	2	6	706	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	20	13	560	6	124	176	1874	2	6	706	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	20	13	560	6	124	176	1874	2	6	706	333
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	20	13	560	6	124	176	1874	2	6	706	333
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.61	0.39	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1237	781	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.14	0.00	0.06	0.09	0.34	0.00	0.00	0.13	0.16
Crit Moves:			****	****				****		****		
Green/Cycle:	0.03	0.03	0.03	0.26	0.26	0.26	0.25	0.62	0.62	0.01	0.37	0.64
Volume/Cap:	0.07	0.55	0.55	0.55	0.01	0.24	0.34	0.55	0.00	0.55	0.34	0.26
Delay/Veh:	47.7	57.9	57.9	32.4	27.4	29.3	30.8	11.0	7.1	94.3	22.6	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	57.9	57.9	32.4	27.4	29.3	30.8	11.0	7.1	94.3	22.6	8.1
LOS by Move:	D	E	E	C	C	C	C	B	A	F	C	A
HCM2kAvgQ:	0	2	2	8	0	3	5	12	0	1	6	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 31 Level Of Service: B

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 1 2 0 1			0 0 2 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	304	706	749	0	1629	30	77	279	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	323	749	795	0	1729	32	82	296	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	323	749	795	0	1729	32	82	296	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	323	749	0	0	1729	32	82	296	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	323	749	0	0	1729	32	82	296	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	323	749	0	0	1729	32	82	296	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.20	2.80	1.00	0.00	2.95	0.05	1.00	1.00	0.00
Final Sat.:	0	0	0	2082	4834	1900	0	5093	94	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.34	0.34	0.04	0.16	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.59	0.59	0.08	0.67	0.00
Volume/Cap:	0.00	0.00	0.00	0.57	0.57	0.00	0.00	0.57	0.57	0.57	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	31.9	31.9	0.0	0.0	12.8	12.8	50.2	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.9	31.9	0.0	0.0	12.8	12.8	50.2	6.6	0.0
LOS by Move:	A	A	A	C	C	A	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	8	8	0	0	12	12	3	4	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 43.6
Optimal Cycle: 143 Level Of Service: D

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	87	1212	32	0	0	0	1587	316	0	0	266	316
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	92	1287	34	0	0	0	1685	335	0	0	282	335
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1287	34	0	0	0	1685	335	0	0	282	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1287	34	0	0	0	1685	335	0	0	282	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1287	34	0	0	0	1685	335	0	0	282	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	1287	34	0	0	0	1685	335	0	0	282	335
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.20	2.80	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	347	4840	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.02	0.00	0.00	0.00	0.46	0.09	0.00	0.00	0.15	0.18
Crit Moves:		****					****					****
Green/Cycle:	0.28	0.28	0.28	0.00	0.00	0.00	0.48	0.66	0.00	0.00	0.18	0.18
Volume/Cap:	0.96	0.96	0.06	0.00	0.00	0.00	0.96	0.14	0.00	0.00	0.81	0.96
Delay/Veh:	50.2	50.2	26.6	0.0	0.0	0.0	37.9	6.3	0.0	0.0	51.8	77.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	50.2	26.6	0.0	0.0	0.0	37.9	6.3	0.0	0.0	51.8	77.1
LOS by Move:	D	D	C	A	A	A	D	A	A	A	D	E
HCM2kAvgQ:	20	20	1	0	0	0	31	2	0	0	11	15

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 75 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	31	2709	9	181	2440	486	886	183	14	21	162	237
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	33	2876	10	192	2590	516	940	194	15	22	172	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	12	1	0	9	0	0	0	2	0	0	0
Initial Fut:	33	2888	11	192	2599	516	940	194	17	22	172	252
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:	33	2888	11	192	2599	516	940	194	17	22	172	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	2888	11	192	2599	516	940	194	17	22	172	252
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:	33	2888	11	192	2599	516	940	194	17	22	172	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.99	0.01	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1900	6891	25	1900	6916	1729	5253	1805	1900	1900	3458	3458
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.42	0.10	0.38	0.30	0.18	0.11	0.01	0.01	0.05	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.03	0.50	0.50	0.12	0.59	0.59	0.21	0.21	0.21	0.09	0.09	0.09
Volume/Cap:	0.63	0.84	0.84	0.84	0.63	0.50	0.84	0.50	0.04	0.14	0.57	0.84
Delay/Veh:	71.1	23.5	23.5	66.1	13.6	11.9	42.5	34.9	31.3	42.6	45.0	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.1	23.5	23.5	66.1	13.6	11.9	42.5	34.9	31.3	42.6	45.0	56.8
LOS by Move:	E	C	C	E	B	B	D	C	C	D	D	E
HCM2kAvgQ:	2	23	23	8	15	10	13	6	0	1	4	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.8
Optimal Cycle: 33 Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	4	2678	8	60	2396	7	6	9	3	38	12	102
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	2843	8	64	2543	7	6	10	3	40	13	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	14	1	0	12	0	0	0	0	0	0	0
Initial Fut:	4	2857	9	64	2555	7	6	10	3	40	13	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	2857	9	64	2555	7	6	10	3	40	13	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2857	9	64	2555	7	6	10	3	40	13	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2857	9	64	2555	7	6	10	3	40	13	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	0.40	0.60	1.00	1.00	0.11	0.89
Final Sat.:	1900	6893	23	1900	5187	1900	760	1140	1900	1900	200	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.03	0.49	0.00	0.01	0.01	0.00	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.77	0.77	0.06	0.83	0.83	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.59	0.54	0.54	0.54	0.59	0.00	0.08	0.08	0.02	0.20	0.59	0.59
Delay/Veh:	140.9	4.6	4.6	50.3	3.1	1.5	40.4	40.4	40.0	41.2	47.2	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.9	4.6	4.6	50.3	3.1	1.5	40.4	40.4	40.0	41.2	47.2	47.2
LOS by Move:	F	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	10	10	3	10	0	0	0	0	1	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 56 Level Of Service: B

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	317	2653	0	0	2559	49	26	0	486	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	336	2816	0	0	2716	52	28	0	516	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	13	17	0	0	14	0	0	0	14	0	0	0
Initial Fut:	349	2833	0	0	2730	52	28	0	530	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:	349	2833	0	0	2730	52	28	0	530	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	2833	0	0	2730	52	28	0	530	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:	349	2833	0	0	2730	52	28	0	530	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.94	0.06	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5090	97	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.41	0.00	0.00	0.54	0.54	0.01	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.84	0.00	0.00	0.71	0.71	0.08	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.76	0.49	0.00	0.00	0.76	0.76	0.17	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	49.2	2.4	0.0	0.0	10.0	10.0	43.1	0.0	41.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	2.4	0.0	0.0	10.0	10.0	43.1	0.0	41.8	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	7	7	0	0	21	21	1	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 60 Level Of Service: B

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	64	2852	7	85	2743	165	179	81	26	7	68	30
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	68	3027	7	90	2912	175	190	86	28	7	72	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	6	35	0	0	35	0	0	0	15	0	0	0
Initial Fut:	74	3062	7	90	2947	175	190	86	43	7	72	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:	74	3062	7	90	2947	175	190	86	43	7	72	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	3062	7	90	2947	175	190	86	43	7	72	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:	74	3062	7	90	2947	175	190	86	43	7	72	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.69	0.31
Final Sat.:	1900	6899	17	1900	5187	1900	3686	1900	1900	1900	1318	582
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.44	0.05	0.57	0.09	0.05	0.05	0.02	0.00	0.05	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.05	0.71	0.71	0.08	0.73	0.07	0.07	0.07	0.07	0.07	0.07	0.07
Volume/Cap:	0.78	0.63	0.63	0.63	0.78	0.13	0.78	0.68	0.34	0.06	0.78	0.78
Delay/Veh:	78.9	8.0	8.0	53.4	9.3	4.0	60.3	59.7	46.2	43.5	69.8	69.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	8.0	8.0	53.4	9.3	4.0	60.3	59.7	46.2	43.5	69.8	69.8
LOS by Move:	E	A	A	D	A	A	E	E	D	D	E	E
HCM2kAvgQ:	4	14	14	4	22	2	5	4	2	0	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.8
Optimal Cycle: 58 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	50	1789	209	559	1808	328	759	396	3	142	400	147
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	53	1899	222	593	1919	348	806	420	3	151	425	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	47	0	0	53	0	0	0	0	0	0	0
Initial Fut:	53	1946	222	593	1972	348	806	420	3	151	425	156
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:	53	1946	222	593	1972	348	806	420	3	151	425	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1946	222	593	1972	348	806	420	3	151	425	156
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:	53	1946	222	593	1972	348	806	420	3	151	425	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.59	0.41	2.00	3.00	1.00	3.00	1.98	0.02	2.00	3.00	1.00
Final Sat.:	1900	6208	708	3686	5187	1900	5529	3583	27	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.16	0.38	0.18	0.15	0.12	0.12	0.04	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.41	0.41	0.21	0.58	0.58	0.19	0.22	0.22	0.08	0.11	0.11
Volume/Cap:	0.66	0.76	0.76	0.76	0.66	0.32	0.76	0.53	0.53	0.53	0.76	0.77
Delay/Veh:	65.1	26.6	26.6	41.6	14.8	11.0	41.7	35.0	35.0	46.3	49.6	59.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	26.6	26.6	41.6	14.8	11.0	41.7	35.0	35.0	46.3	49.6	59.3
LOS by Move:	E	C	C	D	B	B	D	D	D	D	D	E
HCM2kAvgQ:	3	17	17	11	15	5	10	7	7	3	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 27 Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	1539	42	60	1370	49	38	44	13	19	68	77
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	1634	45	64	1454	52	40	47	14	20	72	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	2	47	10	0	53	0	0	0	5	12	0	0
Initial Fut:	10	1681	55	64	1507	52	40	47	19	32	72	82
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:	10	1681	55	64	1507	52	40	47	19	32	72	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1681	55	64	1507	52	40	47	19	32	72	82
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:	10	1681	55	64	1507	52	40	47	19	32	72	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.38	0.44	0.18	0.17	0.39	0.44
Final Sat.:	1900	5024	163	1900	5187	1900	724	838	337	328	737	835
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33	0.03	0.29	0.03	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.67	0.67	0.07	0.73	0.73	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.40	0.50	0.50	0.50	0.40	0.04	0.28	0.28	0.28	0.50	0.50	0.50
Delay/Veh:	58.5	8.1	8.1	48.0	5.3	3.8	34.5	34.5	34.5	36.7	36.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	8.1	8.1	48.0	5.3	3.8	34.5	34.5	34.5	36.7	36.7	36.7
LOS by Move:	E	A	A	D	A	A	C	C	C	D	D	D
HCM2kAvgQ:	1	10	10	3	7	0	3	3	3	6	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 0.6
Optimal Cycle: 34 Level Of Service: A

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	3 0	0	0 0	3 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	2834	0	0	1183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Initial Bse:	0	0	0	0	0	0	0	3008	0	0	1256	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	3008	0	0	1256	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	3008	0	0	1256	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	3008	0	0	1256	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	3008	0	0	1256	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	0	0	0	0	0	5187	0	0	5187	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.24	0.00
Crit Moves:								****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.94	0.00	0.00	0.94	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.62	0.00	0.00	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.3	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	6	0	0	1	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Scenario Report

Scenario:	TPO 2015 w/o Project PM HCM
Command:	TPO 2015 w/o Project PM HCM
Volume:	Existing+Commited PM
Geometry:	2015 Planned HCM
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	2015 HCM

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.8
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	117	1215	55	48	1513	205	293	135	187	121	178	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1215	55	48	1513	205	293	135	187	121	178	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	26	69	0	0	62	6	19	0	41	0	0	0
Initial Fut:	143	1284	55	48	1575	211	312	135	228	121	178	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1284	55	48	1575	211	312	135	228	121	178	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1284	55	48	1575	211	312	135	228	121	178	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1284	55	48	1575	211	312	135	228	121	178	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	1900	5187	1900	1900	5187	1900	3686	1900	1900	1900	2975	635
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.03	0.03	0.30	0.11	0.08	0.07	0.12	0.06	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.56	0.56	0.06	0.50	0.50	0.18	0.20	0.20	0.10	0.12	0.12
Volume/Cap:	0.61	0.44	0.05	0.44	0.61	0.22	0.48	0.36	0.61	0.61	0.48	0.48
Delay/Veh:	46.3	12.8	9.9	48.4	18.6	14.4	37.7	35.4	39.7	48.4	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	12.8	9.9	48.4	18.6	14.4	37.7	35.4	39.7	48.4	41.6	41.6
LOS by Move:	D	B	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	8	1	2	13	4	5	4	7	5	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.2
Optimal Cycle: 40 Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	37	8	29	32	2	18	44	1170	19	53	2788	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	37	8	29	32	2	18	47	1242	20	56	2959	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	56	0	0	95	0
Initial Fut:	37	8	29	32	2	18	47	1298	20	56	3054	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	8	29	32	2	18	47	1298	20	56	3054	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	8	29	32	2	18	47	1298	20	56	3054	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	8	29	32	2	18	47	1298	20	56	3054	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.82	0.18	1.00	0.94	0.06	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1562	338	1900	1788	112	1900	1900	5108	79	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.25	0.25	0.03	0.59	0.01
Crit Moves:		****					****				****	
Green/Cycle:	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.81	0.81	0.09	0.87	0.87
Volume/Cap:	0.68	0.68	0.44	0.51	0.51	0.27	0.68	0.31	0.31	0.31	0.68	0.02
Delay/Veh:	72.3	72.3	51.8	54.0	54.0	49.2	71.4	2.4	2.4	43.3	2.5	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.3	72.3	51.8	54.0	54.0	49.2	71.4	2.4	2.4	43.3	2.5	0.9
LOS by Move:	E	E	D	D	D	D	E	A	A	D	A	A
HCM2kAvgQ:	3	3	1	2	2	1	3	4	4	2	12	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: 41 Level Of Service: A

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	21	0	28	88	1	8	16	1279	10	23	2645	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	0	28	88	1	8	17	1358	11	24	2808	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	56	0	0	95	0
Initial Fut:	21	0	28	88	1	8	17	1414	11	24	2903	140
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:	21	0	28	88	1	8	17	1414	11	24	2903	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	28	88	1	8	17	1414	11	24	2903	140
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:	21	0	28	88	1	8	17	1414	11	24	2903	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.91	0.01	0.08	1.00	2.98	0.02	1.00	2.86	0.14
Final Sat.:	1900	0	1900	1724	20	157	1900	5148	39	1900	4948	239
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.05	0.05	0.01	0.27	0.27	0.01	0.59	0.59
Crit Moves:					****		****				****	
Green/Cycle:	0.07	0.00	0.07	0.07	0.07	0.07	0.01	0.83	0.83	0.04	0.85	0.85
Volume/Cap:	0.15	0.00	0.20	0.69	0.69	0.69	0.69	0.33	0.33	0.33	0.69	0.69
Delay/Veh:	43.8	0.0	44.2	58.5	58.5	58.5	108.1	2.1	2.1	49.5	3.1	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	0.0	44.2	58.5	58.5	58.5	108.1	2.1	2.1	49.5	3.1	3.1
LOS by Move:	D	A	D	E	E	E	F	A	A	D	A	A
HCM2kAvgQ:	1	0	1	4	4	4	2	4	4	1	13	13

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #8 W. Coast Hwy/Superior Ave

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.6
Optimal Cycle: 49 Level Of Service: C

****

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	254	208	78	228	243	710	274	1047	258	240	1968	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	8	1	0	14	55	32	36	3	0	67	0
Initial Fut:	254	216	79	228	257	765	306	1083	261	240	2035	172
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:	254	216	79	228	257	765	306	1083	261	240	2035	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	216	79	228	257	765	306	1083	261	240	2035	172
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:	254	216	79	228	257	765	306	1083	261	240	2035	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.39	1.18	0.43	1.41	1.59	2.00	2.00	3.00	1.00	1.00	3.69	0.31
Final Sat.:	2505	2130	779	2546	2869	3344	3686	5187	1900	1900	6377	539
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.09	0.09	0.23	0.08	0.21	0.14	0.13	0.32	0.32
Crit Moves:		****				****	****				****	
Green/Cycle:	0.14	0.14	0.14	0.21	0.21	0.32	0.12	0.36	0.36	0.21	0.45	0.45
Volume/Cap:	0.71	0.71	0.71	0.43	0.43	0.71	0.71	0.59	0.39	0.59	0.71	0.71
Delay/Veh:	43.8	43.8	43.8	34.8	34.8	31.8	47.7	26.8	24.5	37.5	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	43.8	43.8	34.8	34.8	31.8	47.7	26.8	24.5	37.5	22.8	22.8
LOS by Move:	D	D	D	C	C	C	D	C	C	D	C	C
HCM2kAvgQ:	7	7	7	5	5	13	6	10	6	7	16	16

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Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #9 Newport Blvd/W. Coast Hwy

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 37 Level Of Service: B

****

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Initial Bse:	0	0	0	586	0	393	0	1339	169	0	1935	517
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	44	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	630	0	412	0	1415	176	0	1961	517
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	630	0	412	0	1415	0	0	1961	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	630	0	412	0	1415	0	0	1961	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	630	0	412	0	1415	0	0	1961	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.22	0.00	0.39	0.00	0.00	0.38	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.61	0.00	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.65	0.00	0.65	0.00	0.00	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	27.0	0.0	30.6	0.0	13.5	0.0	0.0	12.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.0	0.0	30.6	0.0	13.5	0.0	0.0	12.9	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	11	0	15	0	0	14	0

****

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 45 Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	10	11	2	98	2	404	244	1373	5	11	2155	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	10	11	2	98	2	404	259	1457	5	12	2288	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	2	0	0	0	138	0	0	139	3
Initial Fut:	10	11	2	100	2	404	259	1595	5	12	2427	77
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:	10	11	2	100	2	404	259	1595	5	12	2427	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	404	259	1595	5	12	2427	77
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:	10	11	2	100	2	404	259	1595	5	12	2427	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	826	909	165	1863	37	1900	1900	3598	12	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.21	0.14	0.44	0.44	0.01	0.47	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.29	0.19	0.82	0.82	0.01	0.65	0.65
Volume/Cap:	0.11	0.11	0.11	0.51	0.51	0.72	0.72	0.54	0.54	0.54	0.72	0.06
Delay/Veh:	40.8	40.8	40.8	44.5	44.5	36.3	45.3	3.0	3.0	73.6	12.6	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	40.8	40.8	44.5	44.5	36.3	45.3	3.0	3.0	73.6	12.6	6.5
LOS by Move:	D	D	D	D	D	D	D	A	A	E	B	A
HCM2kAvgQ:	1	1	1	4	4	12	9	9	9	1	19	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 34 Level Of Service: A

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1	2	55	0	27	100	1461	21	0	2367	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	140	0	0	143	0
Initial Fut:	0	1	2	55	0	27	100	1601	21	0	2510	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	55	0	27	100	1601	21	0	2510	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	100	1601	21	0	2510	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	55	0	27	100	1601	21	0	2510	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.33	0.67	0.67	0.00	0.33	1.00	1.97	0.03	0.00	3.00	1.00
Final Sat.:	0	633	1267	1274	0	626	1900	3563	47	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.05	0.45	0.45	0.00	0.48	0.03
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.07	0.07	0.07	0.00	0.07	0.09	0.87	0.87	0.00	0.78	0.78
Volume/Cap:	0.00	0.02	0.02	0.62	0.00	0.62	0.62	0.52	0.52	0.00	0.62	0.04
Delay/Veh:	0.0	43.4	43.4	53.6	0.0	53.6	51.2	1.7	1.7	0.0	4.8	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	43.4	43.4	53.6	0.0	53.6	51.2	1.7	1.7	0.0	4.8	2.4
LOS by Move:	A	D	D	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	4	7	7	0	12	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 58 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	35	42	41	918	61	119	145	1270	25	50	2153	1021
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	35	42	41	918	61	119	154	1348	27	53	2285	1084
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	3	0	23	34	132	0	0	127	12
Initial Fut:	35	42	41	921	61	142	188	1480	27	53	2412	1096
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	42	41	921	61	142	188	1480	27	53	2412	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	42	41	921	61	142	188	1480	27	53	2412	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	42	41	921	61	142	188	1480	27	53	2412	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1900	1827	1783	5529	1900	1900	3686	5096	91	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.17	0.03	0.07	0.05	0.29	0.29	0.03	0.47	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.22	0.22	0.22	0.07	0.61	0.61	0.06	0.61	0.00
Volume/Cap:	0.61	0.77	0.77	0.77	0.15	0.34	0.77	0.47	0.47	0.47	0.77	0.00
Delay/Veh:	66.3	75.6	75.6	39.8	31.8	33.6	59.5	10.6	10.6	48.7	15.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	75.6	75.6	39.8	31.8	33.6	59.5	10.6	10.6	48.7	15.7	0.0
LOS by Move:	E	E	E	D	C	C	E	B	B	D	B	A
HCM2kAvgQ:	2	3	3	11	2	4	5	9	9	2	21	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 35 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	22	15	101	30	152	137	885	17	30	1706	295
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	11	23	16	107	32	161	145	939	18	32	1811	313
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	11	0	0	0	31	0	0	53	18
Initial Fut:	11	23	16	118	32	161	145	970	18	32	1864	331
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:	11	23	16	118	32	161	145	970	18	32	1864	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	23	16	118	32	161	145	970	18	32	1864	331
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:	11	23	16	118	32	161	145	970	18	32	1864	331
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.59	0.41	1.58	0.42	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1200	818	3181	857	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.04	0.04	0.08	0.07	0.18	0.01	0.02	0.34	0.16
Crit Moves:			****			****	****				****	
Green/Cycle:	0.04	0.04	0.04	0.14	0.14	0.14	0.13	0.68	0.68	0.06	0.61	0.61
Volume/Cap:	0.15	0.55	0.55	0.26	0.26	0.55	0.55	0.26	0.01	0.26	0.55	0.27
Delay/Veh:	47.8	56.7	56.7	38.3	38.3	42.1	43.4	6.3	5.2	45.9	11.7	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	56.7	56.7	38.3	38.3	42.1	43.4	6.3	5.2	45.9	11.7	9.2
LOS by Move:	D	E	E	D	D	D	D	A	A	D	B	A
HCM2kAvgQ:	0	2	2	2	2	5	5	4	0	1	12	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 41 Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	8	23	17	324	6	179	182	797	2	13	1871	757
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	24	18	344	6	190	193	846	2	14	1986	804
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	14	0	0	0	42	0	0	71	24
Initial Fut:	8	24	18	358	6	190	193	888	2	14	2057	828
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:	8	24	18	358	6	190	193	888	2	14	2057	828
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	24	18	358	6	190	193	888	2	14	2057	828
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:	8	24	18	358	6	190	193	888	2	14	2057	828
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.58	0.42	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1161	858	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.09	0.00	0.09	0.10	0.16	0.00	0.01	0.37	0.41
Crit Moves:		****				****	****				****	
Green/Cycle:	0.03	0.03	0.03	0.15	0.15	0.15	0.15	0.71	0.71	0.03	0.59	0.74
Volume/Cap:	0.13	0.63	0.63	0.62	0.02	0.63	0.63	0.23	0.00	0.23	0.63	0.56
Delay/Veh:	47.8	66.1	66.1	41.9	36.4	44.5	44.2	5.1	4.3	49.3	14.0	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	66.1	66.1	41.9	36.4	44.5	44.2	5.1	4.3	49.3	14.0	6.4
LOS by Move:	D	E	E	D	D	D	D	A	A	D	B	A
HCM2kAvgQ:	0	2	2	6	0	7	7	3	0	1	15	12

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 26 Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	590	911	1230	0	765	36	77	233	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	626	967	1306	0	812	38	82	247	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	626	967	1306	0	812	38	82	247	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	626	967	0	0	812	38	82	247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	626	967	0	0	812	38	82	247	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	626	967	0	0	812	38	82	247	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.57	2.43	1.00	0.00	2.87	0.13	1.00	1.00	0.00
Final Sat.:	0	0	0	2718	4198	1900	0	4954	233	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.00	0.00	0.16	0.16	0.04	0.13	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.35	0.35	0.09	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.47	0.47	0.00	0.00	0.47	0.47	0.47	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	16.7	16.7	0.0	0.0	25.3	25.3	45.0	17.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.7	16.7	0.0	0.0	25.3	25.3	45.0	17.9	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	9	9	0	0	8	8	3	5	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 31 Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	109	907	92	0	0	0	734	601	0	0	202	203
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	116	963	98	0	0	0	779	638	0	0	214	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	963	98	0	0	0	779	638	0	0	214	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	963	98	0	0	0	779	638	0	0	214	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	963	98	0	0	0	779	638	0	0	214	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	963	98	0	0	0	779	638	0	0	214	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.32	2.68	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	556	4631	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.05	0.00	0.00	0.00	0.21	0.18	0.00	0.00	0.11	0.11
Crit Moves:		****					****				****	
Green/Cycle:	0.37	0.37	0.37	0.00	0.00	0.00	0.37	0.57	0.00	0.00	0.20	0.20
Volume/Cap:	0.57	0.57	0.14	0.00	0.00	0.00	0.57	0.31	0.00	0.00	0.57	0.57
Delay/Veh:	25.7	25.7	21.2	0.0	0.0	0.0	25.4	11.2	0.0	0.0	38.1	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	25.7	21.2	0.0	0.0	0.0	25.4	11.2	0.0	0.0	38.1	38.2
LOS by Move:	C	C	C	A	A	A	C	B	A	A	D	D
HCM2kAvgQ:	10	10	2	0	0	0	10	5	0	0	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 68 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	65	2649	38	202	3114	757	731	171	33	54	321	152
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	69	2812	40	214	3306	804	776	182	35	57	341	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	21	0	0	31	0	0	0	11	0	0	0
Initial Fut:	69	2833	40	214	3337	804	776	182	46	57	341	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	2833	40	214	3337	804	776	182	46	57	341	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	2833	40	214	3337	804	776	182	46	57	341	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	2833	40	214	3337	804	776	182	46	57	341	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.94	0.06	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.71	1.29
Final Sat.:	1900	6819	97	1900	6916	1729	5253	1805	1900	1900	4694	2222
Capacity Analysis Module:												
Vol/Sat:	0.04	0.42	0.42	0.11	0.48	0.46	0.15	0.10	0.02	0.03	0.07	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.51	0.51	0.14	0.60	0.60	0.18	0.18	0.18	0.09	0.09	0.09
Volume/Cap:	0.80	0.81	0.81	0.81	0.80	0.77	0.81	0.55	0.13	0.34	0.81	0.81
Delay/Veh:	86.5	22.0	22.0	59.2	16.1	15.4	43.8	37.6	34.5	44.0	52.9	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.5	22.0	22.0	59.2	16.1	15.4	43.8	37.6	34.5	44.0	52.9	52.9
LOS by Move:	F	C	C	E	B	B	D	D	C	D	D	D
HCM2kAvgQ:	4	22	22	9	23	21	11	6	1	2	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.8
Optimal Cycle:	48	Level Of Service:	A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	7	2542	55	142	3061	62	18	23	14	33	15	95
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	7	2698	58	151	3249	66	19	24	15	35	16	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	25	0	0	48	0	0	0	0	0	0	0
Initial Fut:	7	2723	58	151	3297	66	19	24	15	35	16	101
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:	7	2723	58	151	3297	66	19	24	15	35	16	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	2723	58	151	3297	66	19	24	15	35	16	101
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:	7	2723	58	151	3297	66	19	24	15	35	16	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.92	0.08	1.00	3.00	1.00	0.44	0.56	1.00	1.00	0.14	0.86
Final Sat.:	1900	6771	145	1900	5187	1900	834	1066	1900	1900	259	1641
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.08	0.64	0.03	0.02	0.02	0.01	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.72	0.72	0.14	0.85	0.85	0.08	0.08	0.08	0.08	0.08	0.08
Volume/Cap:	0.75	0.56	0.56	0.56	0.75	0.04	0.28	0.28	0.09	0.22	0.75	0.75
Delay/Veh:	192.2	6.9	6.9	42.7	3.7	1.1	44.1	44.1	42.7	43.6	62.5	62.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	192.2	6.9	6.9	42.7	3.7	1.1	44.1	44.1	42.7	43.6	62.5	62.5
LOS by Move:	F	A	A	D	A	A	D	D	D	D	E	E
HCM2kAvgQ:	1	11	11	5	16	0	2	2	0	1	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.035
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.7
Optimal Cycle:	180	Level Of Service:	C

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	771	2633	0	0	3354	53	131	0	570	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	27	28	0	0	51	0	0	0	50	0	0	0
Initial Fut:	798	2661	0	0	3405	53	131	0	620	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:	798	2661	0	0	3405	53	131	0	620	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	798	2661	0	0	3405	53	131	0	620	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:	798	2661	0	0	3405	53	131	0	620	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.95	0.05	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5107	80	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.38	0.00	0.00	0.67	0.67	0.07	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.21	0.85	0.00	0.00	0.64	0.64	0.07	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	1.03	0.45	0.00	0.00	1.03	1.03	1.03	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	81.2	1.8	0.0	0.0	43.2	43.2	136.3	0.0	34.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.2	1.8	0.0	0.0	43.2	43.2	136.3	0.0	34.2	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D	D	F	A	C	A	A	A
HCM2kAvgQ:	20	6	0	0	51	51	8	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.048
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.5
Optimal Cycle: 180 Level Of Service: D

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	118	2892	16	133	3731	153	266	80	51	19	132	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	14	68	0	0	111	0	0	0	21	0	0	0
Initial Fut:	132	2960	16	133	3842	153	266	80	72	19	132	23
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:	132	2960	16	133	3842	153	266	80	72	19	132	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	2960	16	133	3842	153	266	80	72	19	132	23
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:	132	2960	16	133	3842	153	266	80	72	19	132	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1900	6879	37	1900	5187	1900	3686	1900	1900	1900	1614	286
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.43	0.07	0.74	0.08	0.07	0.04	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.67	0.67	0.11	0.71	0.07	0.07	0.07	0.07	0.08	0.08	0.08
Volume/Cap:	1.05	0.65	0.65	0.65	1.05	0.11	1.05	0.61	0.55	0.13	1.05	1.05
Delay/Veh:	140.3	10.2	10.2	49.8	44.0	4.7	116.1	53.2	49.9	43.3	133	133.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.3	10.2	10.2	49.8	44.0	4.7	116.1	53.2	49.9	43.3	133	133.4
LOS by Move:	F	B	B	D	D	A	F	D	D	D	F	F
HCM2kAvgQ:	8	15	15	5	57	1	8	3	3	1	9	9

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.4
Optimal Cycle: 74 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	63	1820	169	714	2315	347	707	393	22	276	485	201
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	67	1932	179	758	2457	368	750	417	23	293	515	213
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	67	0	0	51	0	0	0	0	0	0	0
Initial Fut:	67	1999	179	758	2508	368	750	417	23	293	515	213
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:	67	1999	179	758	2508	368	750	417	23	293	515	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1999	179	758	2508	368	750	417	23	293	515	213
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:	67	1999	179	758	2508	368	750	417	23	293	515	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.67	0.33	2.00	3.00	1.00	3.00	1.89	0.11	2.00	3.00	1.00
Final Sat.:	1900	6346	570	3686	5187	1900	5529	3419	191	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.21	0.48	0.19	0.14	0.12	0.12	0.08	0.10	0.11
Crit Moves:		****		****			****					****
Green/Cycle:	0.04	0.38	0.38	0.25	0.58	0.58	0.16	0.18	0.18	0.12	0.13	0.13
Volume/Cap:	0.83	0.84	0.84	0.84	0.83	0.33	0.84	0.68	0.68	0.68	0.74	0.84
Delay/Veh:	96.8	30.8	30.8	42.6	19.1	11.1	47.4	41.2	41.2	46.7	45.8	62.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.8	30.8	30.8	42.6	19.1	11.1	47.4	41.2	41.2	46.7	45.8	62.8
LOS by Move:	F	C	C	D	B	B	D	D	D	D	D	E
HCM2kAvgQ:	4	19	19	14	25	6	10	8	8	6	7	9

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 30 Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	1402	50	85	2084	29	36	48	21	20	37	59
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	1488	53	90	2212	31	38	51	22	21	39	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	3	67	12	0	51	0	0	0	5	9	0	0
Initial Fut:	24	1555	65	90	2263	31	38	51	27	30	39	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1555	65	90	2263	31	38	51	27	30	39	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1555	65	90	2263	31	38	51	27	30	39	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1555	65	90	2263	31	38	51	27	30	39	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	1.00	3.00	1.00	0.33	0.44	0.23	0.23	0.30	0.47
Final Sat.:	1900	4979	208	1900	5187	1900	623	831	445	435	565	901
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.05	0.44	0.02	0.06	0.06	0.06	0.07	0.07	0.07
Crit Moves:	****				****						****	
Green/Cycle:	0.02	0.71	0.71	0.11	0.79	0.79	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.55	0.44	0.44	0.44	0.55	0.02	0.49	0.49	0.49	0.55	0.55	0.55
Delay/Veh:	62.6	6.3	6.3	43.4	4.0	2.2	42.2	42.2	42.2	43.8	43.8	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	6.3	6.3	43.4	4.0	2.2	42.2	42.2	42.2	43.8	43.8	43.8
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	8	8	3	10	0	4	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 without Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 0.5
Optimal Cycle: 34 Level Of Service: A

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1487	0	0	2818	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Initial Bse:	0	0	0	0	0	0	0	1578	0	0	2991	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1578	0	0	2991	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1578	0	0	2991	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1578	0	0	2991	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1578	0	0	2991	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.58	0.00
Crit Moves:							****				****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.94	0.00	0.00	0.94	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.61	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.7	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	2	0	0	6	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Scenario Report

Scenario:	TPO 2015 w/ Project AM HCM
Command:	TPO 2015 w/ Project AM HCM
Volume:	Existing+Commited AM
Geometry:	2015 Planned HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Proposed Project AM
Trip Distribution:	Project
Paths:	Bluff to 19th
Routes:	Default Route
Configuration:	2015 HCM

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 32 Level Of Service: C

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	129	1373	96	56	1066	368	197	124	199	65	224	28
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1457	102	59	1132	391	197	124	199	65	224	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	23	49	0	0	64	10	12	0	9	0	1	0
Initial Fut:	160	1506	102	59	1196	401	209	124	208	65	225	28
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:	160	1506	102	59	1196	401	209	124	208	65	225	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1506	102	59	1196	401	209	124	208	65	225	28
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:	160	1506	102	59	1196	401	209	124	208	65	225	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1900	5187	1900	1900	5187	1900	3686	1900	1900	1900	3210	400
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.05	0.03	0.23	0.21	0.06	0.07	0.11	0.03	0.07	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.17	0.57	0.57	0.06	0.47	0.47	0.13	0.22	0.22	0.07	0.16	0.16
Volume/Cap:	0.49	0.51	0.09	0.51	0.49	0.45	0.45	0.30	0.51	0.51	0.45	0.45
Delay/Veh:	38.8	12.9	9.6	49.0	18.7	18.4	41.1	33.3	35.5	48.2	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	12.9	9.6	49.0	18.7	18.4	41.1	33.3	35.5	48.2	38.8	38.8
LOS by Move:	D	B	A	D	B	B	D	C	D	D	D	D
HCM2kAvgQ:	5	10	1	3	9	8	4	3	6	3	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 51 Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	49	1	70	40	2	19	11	3095	10	43	870	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	49	1	70	40	2	19	12	3285	11	46	924	18
Added Vol:	0	0	0	0	0	0	0	47	0	0	116	0
Committed P:	0	0	0	0	0	0	0	62	0	0	37	0
Initial Fut:	49	1	70	40	2	19	12	3394	11	46	1077	18
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:	49	1	70	40	2	19	12	3394	11	46	1077	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1	70	40	2	19	12	3394	11	46	1077	18
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:	49	1	70	40	2	19	12	3394	11	46	1077	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.98	0.02	1.00	0.95	0.05	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1862	38	1900	1810	90	1900	1900	5171	16	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.02	0.02	0.01	0.01	0.66	0.66	0.02	0.21	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.05	0.05	0.05	0.05	0.05	0.05	0.03	0.86	0.86	0.03	0.87	0.87
Volume/Cap:	0.55	0.55	0.76	0.46	0.46	0.21	0.24	0.76	0.76	0.76	0.24	0.01
Delay/Veh:	53.2	53.2	77.8	49.9	49.9	46.9	50.3	3.7	3.7	91.4	1.2	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	53.2	77.8	49.9	49.9	46.9	50.3	3.7	3.7	91.4	1.2	0.9
LOS by Move:	D	D	E	D	D	D	D	A	A	F	A	A
HCM2kAvgQ:	2	2	4	2	2	1	1	17	17	3	2	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 47 Level Of Service: B

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	19	0	33	267	0	7	17	2490	5	26	1112	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	19	0	33	267	0	7	18	2643	5	28	1180	36
Added Vol:	0	0	0	0	0	0	0	47	0	0	116	0
Committed P:	0	0	0	0	0	0	0	62	0	0	37	0
Initial Fut:	19	0	33	267	0	7	18	2752	5	28	1333	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	19	0	33	267	0	7	18	2752	5	28	1333	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	33	267	0	7	18	2752	5	28	1333	36
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:	19	0	33	267	0	7	18	2752	5	28	1333	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.97	0.00	0.03	1.00	2.99	0.01	1.00	2.92	0.08
Final Sat.:	1900	0	1900	1851	0	49	1900	5177	10	1900	5050	137
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.14	0.00	0.14	0.01	0.53	0.53	0.01	0.26	0.26
Crit Moves:				****				****		****		
Green/Cycle:	0.20	0.00	0.20	0.20	0.00	0.20	0.03	0.72	0.72	0.02	0.72	0.72
Volume/Cap:	0.05	0.00	0.09	0.73	0.00	0.73	0.37	0.73	0.73	0.73	0.37	0.37
Delay/Veh:	32.7	0.0	33.0	45.1	0.0	45.1	52.5	8.9	8.9	102.5	5.5	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	0.0	33.0	45.1	0.0	45.1	52.5	8.9	8.9	102.5	5.5	5.5
LOS by Move:	C	A	C	D	A	D	D	A	A	F	A	A
HCM2kAvgQ:	0	0	1	9	0	9	1	19	19	2	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: 48 Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	168	266	114	170	165	247	753	2032	224	101	815	165
Added Vol:	12	0	0	0	0	-125	-350	79	29	0	29	0
Committed P:	1	6	0	0	3	12	24	49	0	0	42	0
Initial Fut:	181	272	114	170	168	134	427	2160	253	101	886	165
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:	181	272	114	170	168	134	427	2160	253	101	886	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	272	114	170	168	134	427	2160	253	101	886	165
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:	181	272	114	170	168	134	427	2160	253	101	886	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.41	0.59	1.51	1.49	2.00	2.00	3.00	1.00	1.00	3.37	0.63
Final Sat.:	1805	2544	1066	2724	2691	3344	3686	5187	1900	1900	5833	1083
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.06	0.06	0.04	0.12	0.42	0.13	0.05	0.15	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.15	0.15	0.15	0.09	0.09	0.38	0.29	0.60	0.60	0.08	0.38	0.38
Volume/Cap:	0.65	0.69	0.69	0.69	0.69	0.10	0.40	0.69	0.22	0.69	0.40	0.40
Delay/Veh:	41.5	42.7	42.7	48.5	48.5	19.9	28.6	14.4	9.3	58.6	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	42.7	42.7	48.5	48.5	19.9	28.6	14.4	9.3	58.6	22.5	22.5
LOS by Move:	D	D	D	D	D	B	C	B	A	E	C	C
HCM2kAvgQ:	7	7	7	5	5	1	6	17	4	4	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 75 Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Initial Bse:	0	0	0	383	0	288	0	2210	200	0	862	370
Added Vol:	0	0	0	0	0	0	0	79	0	0	29	0
Committed P:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	400	0	323	0	2301	204	0	933	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	400	0	323	0	2301	0	0	933	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	400	0	323	0	2301	0	0	933	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	400	0	323	0	2301	0	0	933	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.00	0.64	0.00	0.00	0.18	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.86	0.00	0.86	0.00	0.00	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	37.0	0.0	56.4	0.0	12.2	0.0	0.0	4.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.0	0.0	56.4	0.0	12.2	0.0	0.0	4.1	0.0
LOS by Move:	A	A	A	D	A	E	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	13	0	29	0	0	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 41 Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	1	77	4	304	331	2009	4	18	1193	71
Added Vol:	0	0	0	0	0	11	32	47	0	0	18	0
Committed P:	0	0	0	2	0	0	0	103	0	0	92	1
Initial Fut:	0	0	1	79	4	315	363	2159	4	18	1303	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	79	4	315	363	2159	4	18	1303	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	315	363	2159	4	18	1303	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	79	4	315	363	2159	4	18	1303	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1900	1808	92	1900	1900	3603	7	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.17	0.19	0.60	0.60	0.01	0.25	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.06	0.06	0.06	0.44	0.38	0.86	0.86	0.01	0.50	0.50
Volume/Cap:	0.00	0.00	0.01	0.69	0.69	0.38	0.50	0.69	0.69	0.69	0.50	0.08
Delay/Veh:	0.0	0.0	44.0	62.1	62.1	19.0	24.4	3.0	3.0	107.6	17.0	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	44.0	62.1	62.1	19.0	24.4	3.0	3.0	107.6	17.0	13.1
LOS by Move:	A	A	D	E	E	B	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	4	4	6	9	13	13	2	10	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 180 Level Of Service: C

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	33	1	14	45	2115	1	0	1295	37
Added Vol:	0	0	0	0	0	6	18	29	0	0	12	0
Committed P:	0	0	0	0	0	0	0	108	0	0	93	0
Initial Fut:	0	0	0	33	1	20	63	2252	1	0	1400	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	20	63	2252	1	0	1400	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	20	63	2252	1	0	1400	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	20	63	2252	1	0	1400	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	1.00	0.00	0.61	0.02	0.37	1.00	1.99	0.01	0.00	3.00	1.00
Final Sat.:	0	1900	0	1161	35	704	1900	3608	2	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.03	0.62	0.62	0.00	0.27	0.02
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.03	0.03	0.03	0.64	0.91	0.91	0.00	0.28	0.28
Volume/Cap:	0.00	0.00	0.00	0.98	0.98	0.98	0.05	0.68	0.68	0.00	0.98	0.07
Delay/Veh:	0.0	0.0	0.0	162.7	163	162.7	6.9	1.7	1.7	0.0	55.4	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	162.7	163	162.7	6.9	1.7	1.7	0.0	55.4	26.9
LOS by Move:	A	A	A	F	F	F	A	A	A	A	E	C
HCM2kAvgQ:	0	0	0	4	4	4	1	10	10	0	22	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 45 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	16	61	29	840	51	108	117	1912	25	42	1212	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	61	29	840	51	108	124	2030	27	45	1287	498
Added Vol:	0	0	0	0	0	0	0	29	0	0	12	0
Committed P:	0	0	0	9	0	18	10	93	0	0	91	7
Initial Fut:	16	61	29	849	51	126	134	2152	27	45	1390	505
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	61	29	849	51	126	134	2152	27	45	1390	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	61	29	849	51	126	134	2152	27	45	1390	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	61	29	849	51	126	134	2152	27	45	1390	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.36	0.64	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1900	2447	1163	5529	1900	1900	3686	5124	63	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.15	0.03	0.07	0.04	0.42	0.42	0.02	0.27	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.23	0.23	0.23	0.08	0.62	0.62	0.03	0.58	0.00
Volume/Cap:	0.23	0.68	0.68	0.68	0.12	0.29	0.46	0.68	0.68	0.68	0.46	0.00
Delay/Veh:	48.4	60.6	60.6	36.8	30.8	32.4	45.2	12.9	12.9	72.2	12.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	60.6	60.6	36.8	30.8	32.4	45.2	12.9	12.9	72.2	12.3	0.0
LOS by Move:	D	E	E	D	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	9	1	3	3	16	16	3	9	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 30 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	3	24	7	232	41	137	116	1607	17	18	614	50
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	25	7	246	44	145	123	1706	18	19	652	53
Added Vol:	0	0	0	15	0	0	0	12	0	0	29	44
Committed P:	0	0	0	12	0	0	0	35	0	0	21	7
Initial Fut:	3	25	7	273	44	145	123	1753	18	19	702	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	25	7	273	44	145	123	1753	18	19	702	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	25	7	273	44	145	123	1753	18	19	702	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	25	7	273	44	145	123	1753	18	19	702	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.77	0.23	1.73	0.27	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1563	456	3483	555	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.08	0.08	0.07	0.06	0.32	0.01	0.01	0.13	0.05
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.17	0.17	0.17	0.23	0.69	0.69	0.02	0.48	0.48
Volume/Cap:	0.04	0.46	0.46	0.46	0.46	0.42	0.26	0.46	0.01	0.46	0.26	0.11
Delay/Veh:	46.8	51.9	51.9	37.8	37.8	37.9	31.8	7.0	4.8	56.2	15.4	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	51.9	51.9	37.8	37.8	37.9	31.8	7.0	4.8	56.2	15.4	14.2
LOS by Move:	D	D	D	D	D	D	C	A	A	E	B	B
HCM2kAvgQ:	0	2	2	5	5	4	3	9	0	1	5	2

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 35 Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	4	19	12	513	6	117	166	1721	2	6	639	305
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	20	13	545	6	124	176	1827	2	6	678	324
Added Vol:	0	0	0	21	0	0	0	27	0	0	73	44
Committed P:	0	0	0	15	0	0	0	47	0	0	28	9
Initial Fut:	4	20	13	581	6	124	176	1901	2	6	779	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	20	13	581	6	124	176	1901	2	6	779	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	20	13	581	6	124	176	1901	2	6	779	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	20	13	581	6	124	176	1901	2	6	779	377
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.61	0.39	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1237	781	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.15	0.00	0.06	0.09	0.34	0.00	0.00	0.14	0.19
Crit Moves:			****	****				****		****		
Green/Cycle:	0.03	0.03	0.03	0.27	0.27	0.27	0.24	0.62	0.62	0.01	0.39	0.65
Volume/Cap:	0.07	0.56	0.56	0.56	0.01	0.23	0.37	0.56	0.00	0.56	0.37	0.29
Delay/Veh:	47.7	59.2	59.2	32.3	27.0	28.9	32.2	11.3	7.3	99.0	22.0	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	59.2	59.2	32.3	27.0	28.9	32.2	11.3	7.3	99.0	22.0	7.6
LOS by Move:	D	E	E	C	C	C	C	B	A	F	C	A
HCM2kAvgQ:	0	2	2	8	0	3	5	12	0	1	6	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 31 Level Of Service: B

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	304	706	749	0	1629	30	77	279	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	323	749	795	0	1729	32	82	296	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	323	749	795	0	1729	32	82	296	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	323	749	0	0	1729	32	82	296	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	323	749	0	0	1729	32	82	296	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	323	749	0	0	1729	32	82	296	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.20	2.80	1.00	0.00	2.95	0.05	1.00	1.00	0.00
Final Sat.:	0	0	0	2082	4834	1900	0	5093	94	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.34	0.34	0.04	0.16	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.59	0.59	0.08	0.67	0.00
Volume/Cap:	0.00	0.00	0.00	0.57	0.57	0.00	0.00	0.57	0.57	0.57	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	31.9	31.9	0.0	0.0	12.8	12.8	50.2	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.9	31.9	0.0	0.0	12.8	12.8	50.2	6.6	0.0
LOS by Move:	A	A	A	C	C	A	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	8	8	0	0	12	12	3	4	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 43.6
Optimal Cycle: 143 Level Of Service: D

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	87	1212	32	0	0	0	1587	316	0	0	266	316
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	92	1287	34	0	0	0	1685	335	0	0	282	335
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1287	34	0	0	0	1685	335	0	0	282	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1287	34	0	0	0	1685	335	0	0	282	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1287	34	0	0	0	1685	335	0	0	282	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	1287	34	0	0	0	1685	335	0	0	282	335
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.20	2.80	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	347	4840	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.02	0.00	0.00	0.00	0.46	0.09	0.00	0.00	0.15	0.18
Crit Moves:		****					****					****
Green/Cycle:	0.28	0.28	0.28	0.00	0.00	0.00	0.48	0.66	0.00	0.00	0.18	0.18
Volume/Cap:	0.96	0.96	0.06	0.00	0.00	0.00	0.96	0.14	0.00	0.00	0.81	0.96
Delay/Veh:	50.2	50.2	26.6	0.0	0.0	0.0	37.9	6.3	0.0	0.0	51.8	77.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	50.2	26.6	0.0	0.0	0.0	37.9	6.3	0.0	0.0	51.8	77.1
LOS by Move:	D	D	C	A	A	A	D	A	A	A	D	E
HCM2kAvgQ:	20	20	1	0	0	0	31	2	0	0	11	15

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 90 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	31	2709	9	181	2440	486	886	183	14	21	162	237
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	33	2876	10	192	2590	516	940	194	15	22	172	252
Added Vol:	0	182	0	0	78	17	51	0	0	0	0	0
Committed P:	0	12	1	0	9	0	0	0	2	0	0	0
Initial Fut:	33	3070	11	192	2677	533	991	194	17	22	172	252
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:	33	3070	11	192	2677	533	991	194	17	22	172	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	3070	11	192	2677	533	991	194	17	22	172	252
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:	33	3070	11	192	2677	533	991	194	17	22	172	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.99	0.01	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1900	6892	24	1900	6916	1729	5253	1805	1900	1900	3458	3458
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.10	0.39	0.31	0.19	0.11	0.01	0.01	0.05	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.03	0.51	0.51	0.12	0.60	0.60	0.21	0.21	0.21	0.08	0.08	0.08
Volume/Cap:	0.65	0.88	0.88	0.88	0.65	0.52	0.88	0.50	0.04	0.14	0.60	0.88
Delay/Veh:	74.3	24.7	24.7	74.2	13.7	11.9	44.9	34.7	31.1	43.0	45.7	62.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.3	24.7	24.7	74.2	13.7	11.9	44.9	34.7	31.1	43.0	45.7	62.0
LOS by Move:	E	C	C	E	B	B	D	C	C	D	D	E
HCM2kAvgQ:	2	26	26	9	15	11	14	6	0	1	4	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.8
Optimal Cycle: 34 Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	4	2678	8	60	2396	7	6	9	3	38	12	102
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	2843	8	64	2543	7	6	10	3	40	13	108
Added Vol:	0	182	0	0	78	0	0	0	0	0	0	0
Committed P:	0	14	1	0	12	0	0	0	0	0	0	0
Initial Fut:	4	3039	9	64	2633	7	6	10	3	40	13	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	3039	9	64	2633	7	6	10	3	40	13	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	3039	9	64	2633	7	6	10	3	40	13	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	3039	9	64	2633	7	6	10	3	40	13	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	0.40	0.60	1.00	1.00	0.11	0.89
Final Sat.:	1900	6894	22	1900	5187	1900	760	1140	1900	1900	200	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.03	0.51	0.00	0.01	0.01	0.00	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.78	0.78	0.06	0.83	0.83	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.61	0.57	0.57	0.57	0.61	0.00	0.08	0.08	0.02	0.20	0.61	0.61
Delay/Veh:	151.4	4.6	4.6	52.5	3.1	1.4	40.6	40.6	40.2	41.5	48.3	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	151.4	4.6	4.6	52.5	3.1	1.4	40.6	40.6	40.2	41.5	48.3	48.3
LOS by Move:	F	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	11	11	3	11	0	0	0	0	1	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 60 Level Of Service: B

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	317	2653	0	0	2559	49	26	0	486	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	336	2816	0	0	2716	52	28	0	516	0	0	0
Added Vol:	30	182	0	0	78	0	0	0	14	0	0	0
Committed P:	13	17	0	0	14	0	0	0	14	0	0	0
Initial Fut:	379	3015	0	0	2808	52	28	0	544	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:	379	3015	0	0	2808	52	28	0	544	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	3015	0	0	2808	52	28	0	544	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:	379	3015	0	0	2808	52	28	0	544	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.95	0.05	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5093	94	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.44	0.00	0.00	0.55	0.55	0.01	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.84	0.00	0.00	0.71	0.71	0.08	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.78	0.52	0.00	0.00	0.78	0.78	0.19	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	49.6	2.3	0.0	0.0	10.4	10.4	43.9	0.0	42.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	2.3	0.0	0.0	10.4	10.4	43.9	0.0	42.8	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	8	7	0	0	22	22	1	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 65 Level Of Service: B

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	64	2852	7	85	2743	165	179	81	26	7	68	30
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	68	3027	7	90	2912	175	190	86	28	7	72	32
Added Vol:	0	177	0	0	77	15	34	0	0	0	0	0
Committed P:	6	35	0	0	35	0	0	0	15	0	0	0
Initial Fut:	74	3239	7	90	3024	190	224	86	43	7	72	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:	74	3239	7	90	3024	190	224	86	43	7	72	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	3239	7	90	3024	190	224	86	43	7	72	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:	74	3239	7	90	3024	190	224	86	43	7	72	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.69	0.31
Final Sat.:	1900	6900	16	1900	5187	1900	3686	1900	1900	1900	1318	582
Capacity Analysis Module:												
Vol/Sat:	0.04	0.47	0.47	0.05	0.58	0.10	0.06	0.05	0.02	0.00	0.05	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.05	0.70	0.70	0.07	0.73	0.73	0.08	0.08	0.08	0.07	0.07	0.07
Volume/Cap:	0.80	0.67	0.67	0.67	0.80	0.14	0.80	0.60	0.30	0.06	0.80	0.80
Delay/Veh:	84.9	8.6	8.6	57.2	10.2	4.2	60.6	51.4	44.8	43.8	74.8	74.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.9	8.6	8.6	57.2	10.2	4.2	60.6	51.4	44.8	43.8	74.8	74.8
LOS by Move:	F	A	A	E	B	A	E	D	D	D	E	E
HCM2kAvgQ:	4	16	16	4	24	2	6	4	2	0	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.1
Optimal Cycle: 65 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	50	1789	209	559	1808	328	759	396	3	142	400	147
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	53	1899	222	593	1919	348	806	420	3	151	425	156
Added Vol:	0	54	10	0	16	61	123	22	0	3	14	0
Committed P:	0	47	0	0	53	0	0	0	0	0	0	0
Initial Fut:	53	2000	232	593	1988	409	929	442	3	154	439	156
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:	53	2000	232	593	1988	409	929	442	3	154	439	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	2000	232	593	1988	409	929	442	3	154	439	156
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:	53	2000	232	593	1988	409	929	442	3	154	439	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.58	0.42	2.00	3.00	1.00	3.00	1.99	0.01	2.00	3.00	1.00
Final Sat.:	1900	6198	718	3686	5187	1900	5529	3584	26	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.16	0.38	0.22	0.17	0.12	0.12	0.04	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.40	0.40	0.20	0.56	0.56	0.21	0.24	0.24	0.08	0.11	0.11
Volume/Cap:	0.68	0.80	0.80	0.80	0.68	0.38	0.80	0.52	0.52	0.52	0.80	0.78
Delay/Veh:	69.0	28.0	28.0	44.2	16.1	12.4	41.6	33.9	33.9	45.9	51.9	60.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.0	28.0	28.0	44.2	16.1	12.4	41.6	33.9	33.9	45.9	51.9	60.9
LOS by Move:	E	C	C	D	B	B	D	C	C	D	D	E
HCM2kAvgQ:	3	18	18	11	16	7	11	7	7	3	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 28 Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	1539	42	60	1370	49	38	44	13	19	68	77
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	1634	45	64	1454	52	40	47	14	20	72	82
Added Vol:	0	64	0	0	20	0	0	0	0	0	0	0
Committed P:	2	47	10	0	53	0	0	0	5	12	0	0
Initial Fut:	10	1745	55	64	1527	52	40	47	19	32	72	82
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:	10	1745	55	64	1527	52	40	47	19	32	72	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1745	55	64	1527	52	40	47	19	32	72	82
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:	10	1745	55	64	1527	52	40	47	19	32	72	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.38	0.44	0.18	0.17	0.39	0.44
Final Sat.:	1900	5030	157	1900	5187	1900	724	838	337	328	737	835
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.03	0.29	0.03	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.68	0.68	0.07	0.73	0.73	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.40	0.51	0.51	0.51	0.40	0.04	0.29	0.29	0.29	0.51	0.51	0.51
Delay/Veh:	58.7	7.9	7.9	48.6	5.1	3.7	35.0	35.0	35.0	37.3	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	7.9	7.9	48.6	5.1	3.7	35.0	35.0	35.0	37.3	37.3	37.3
LOS by Move:	E	A	A	D	A	A	C	C	C	D	D	D
HCM2kAvgQ:	1	10	10	3	7	0	3	3	3	6	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 35 Level Of Service: B

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	2834	0	0	1183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Initial Bse:	0	0	0	0	0	0	0	3008	0	0	1256	0
Added Vol:	0	0	0	108	0	241	397	-350	0	0	-125	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	108	0	241	397	2658	0	0	1131	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	108	0	241	397	2658	0	0	1131	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	0	241	397	2658	0	0	1131	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	108	0	241	397	2658	0	0	1131	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.07	0.11	0.51	0.00	0.00	0.22	0.02
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.27	0.82	0.00	0.00	0.55	0.55
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.62	0.40	0.62	0.00	0.00	0.40	0.04
Delay/Veh:	0.0	0.0	0.0	40.6	0.0	45.2	29.9	3.5	0.0	0.0	12.9	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.6	0.0	45.2	29.9	3.5	0.0	0.0	12.9	10.3
LOS by Move:	A	A	A	D	A	D	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	2	0	5	5	11	0	0	7	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Scenario Report

Scenario:	TPO 2015 w/ Project PM HCM
Command:	TPO 2015 w/ Project PM HCM
Volume:	Existing+Commited PM
Geometry:	2015 Planned HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Proposed Project PM
Trip Distribution:	Project
Paths:	Bluff to 19th
Routes:	Default Route
Configuration:	2015 HCM

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.8
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	117	1215	55	48	1513	205	293	135	187	121	178	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1215	55	48	1513	205	293	135	187	121	178	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	26	69	0	0	62	6	19	0	41	0	0	0
Initial Fut:	143	1284	55	48	1575	211	312	135	228	121	178	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1284	55	48	1575	211	312	135	228	121	178	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1284	55	48	1575	211	312	135	228	121	178	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1284	55	48	1575	211	312	135	228	121	178	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	1900	5187	1900	1900	5187	1900	3686	1900	1900	1900	2975	635
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.03	0.03	0.30	0.11	0.08	0.07	0.12	0.06	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.56	0.56	0.06	0.50	0.50	0.18	0.20	0.20	0.10	0.12	0.12
Volume/Cap:	0.61	0.44	0.05	0.44	0.61	0.22	0.48	0.36	0.61	0.61	0.48	0.48
Delay/Veh:	46.3	12.8	9.9	48.4	18.6	14.4	37.7	35.4	39.7	48.4	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	12.8	9.9	48.4	18.6	14.4	37.7	35.4	39.7	48.4	41.6	41.6
LOS by Move:	D	B	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	8	1	2	13	4	5	4	7	5	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.2
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	37	8	29	32	2	18	44	1170	19	53	2788	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	37	8	29	32	2	18	47	1242	20	56	2959	28
Added Vol:	0	0	0	0	0	0	0	132	0	0	90	0
Committed P:	0	0	0	0	0	0	0	56	0	0	95	0
Initial Fut:	37	8	29	32	2	18	47	1430	20	56	3144	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	8	29	32	2	18	47	1430	20	56	3144	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	8	29	32	2	18	47	1430	20	56	3144	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	8	29	32	2	18	47	1430	20	56	3144	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.82	0.18	1.00	0.94	0.06	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1562	338	1900	1788	112	1900	1900	5115	72	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.28	0.28	0.03	0.61	0.01
Crit Moves:		****					****				****	
Green/Cycle:	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.82	0.82	0.09	0.87	0.87
Volume/Cap:	0.70	0.70	0.45	0.53	0.53	0.28	0.70	0.34	0.34	0.34	0.70	0.02
Delay/Veh:	76.0	76.0	52.3	55.3	55.3	49.5	75.1	2.3	2.3	44.2	2.6	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.0	76.0	52.3	55.3	55.3	49.5	75.1	2.3	2.3	44.2	2.6	0.9
LOS by Move:	E	E	D	E	E	D	E	A	A	D	A	A
HCM2kAvgQ:	3	3	1	2	2	1	3	4	4	2	13	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.0
Optimal Cycle:	43	Level Of Service:	A

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	21	0	28	88	1	8	16	1279	10	23	2645	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	0	28	88	1	8	17	1358	11	24	2808	140
Added Vol:	0	0	0	0	0	0	0	132	0	0	90	0
Committed P:	0	0	0	0	0	0	0	56	0	0	95	0
Initial Fut:	21	0	28	88	1	8	17	1546	11	24	2993	140
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:	21	0	28	88	1	8	17	1546	11	24	2993	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	28	88	1	8	17	1546	11	24	2993	140
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:	21	0	28	88	1	8	17	1546	11	24	2993	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.91	0.01	0.08	1.00	2.98	0.02	1.00	2.87	0.13
Final Sat.:	1900	0	1900	1724	20	157	1900	5152	35	1900	4955	232
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.05	0.05	0.01	0.30	0.30	0.01	0.60	0.60
Crit Moves:					****		****				****	
Green/Cycle:	0.07	0.00	0.07	0.07	0.07	0.07	0.01	0.83	0.83	0.04	0.86	0.86
Volume/Cap:	0.15	0.00	0.20	0.71	0.71	0.71	0.71	0.36	0.36	0.36	0.71	0.71
Delay/Veh:	44.0	0.0	44.4	60.8	60.8	60.8	115.1	2.1	2.1	50.4	3.2	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	0.0	44.4	60.8	60.8	60.8	115.1	2.1	2.1	50.4	3.2	3.2
LOS by Move:	D	A	D	E	E	E	F	A	A	D	A	A
HCM2kAvgQ:	1	0	1	4	4	4	2	4	4	1	14	14

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: 41 Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	254	208	78	228	243	710	274	1047	258	240	1968	172
Added Vol:	33	0	0	0	0	-350	-130	56	22	0	86	0
Committed P:	0	8	1	0	14	55	32	36	3	0	67	0
Initial Fut:	287	216	79	228	257	415	176	1139	283	240	2121	172
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:	287	216	79	228	257	415	176	1139	283	240	2121	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	216	79	228	257	415	176	1139	283	240	2121	172
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:	287	216	79	228	257	415	176	1139	283	240	2121	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.48	1.11	0.41	1.41	1.59	2.00	2.00	3.00	1.00	1.00	3.70	0.30
Final Sat.:	2670	2010	735	2546	2869	3344	3686	5187	1900	1900	6397	519
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.09	0.09	0.12	0.05	0.22	0.15	0.13	0.33	0.33
Crit Moves:			****		****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.14	0.14	0.22	0.08	0.38	0.38	0.22	0.53	0.53
Volume/Cap:	0.63	0.63	0.63	0.63	0.63	0.57	0.63	0.57	0.39	0.57	0.63	0.63
Delay/Veh:	39.8	39.8	39.8	42.0	42.0	35.8	49.2	24.7	22.6	36.6	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	39.8	39.8	42.0	42.0	35.8	49.2	24.7	22.6	36.6	16.9	16.9
LOS by Move:	D	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	7	7	7	6	6	7	4	10	6	7	14	14

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 38 Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Initial Bse:	0	0	0	586	0	393	0	1339	169	0	1935	517
Added Vol:	0	0	0	0	0	0	0	56	0	0	86	0
Committed P:	0	0	0	44	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	630	0	412	0	1471	176	0	2047	517
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	630	0	412	0	1471	0	0	2047	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	630	0	412	0	1471	0	0	2047	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	630	0	412	0	1471	0	0	2047	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.22	0.00	0.41	0.00	0.00	0.39	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.61	0.00	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.66	0.00	0.66	0.00	0.00	0.64	0.00
Delay/Veh:	0.0	0.0	0.0	27.8	0.0	31.7	0.0	13.4	0.0	0.0	12.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.8	0.0	31.7	0.0	13.4	0.0	0.0	12.8	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	12	0	16	0	0	15	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 49 Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	10	11	2	98	2	404	244	1373	5	11	2155	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	10	11	2	98	2	404	259	1457	5	12	2288	74
Added Vol:	0	0	0	0	0	34	21	35	0	0	53	0
Committed P:	0	0	0	2	0	0	0	138	0	0	139	3
Initial Fut:	10	11	2	100	2	438	280	1630	5	12	2480	77
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:	10	11	2	100	2	438	280	1630	5	12	2480	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	438	280	1630	5	12	2480	77
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:	10	11	2	100	2	438	280	1630	5	12	2480	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	826	909	165	1863	37	1900	1900	3598	12	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.23	0.15	0.45	0.45	0.01	0.48	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.31	0.20	0.82	0.82	0.01	0.63	0.63
Volume/Cap:	0.11	0.11	0.11	0.49	0.49	0.75	0.75	0.55	0.55	0.55	0.75	0.06
Delay/Veh:	40.3	40.3	40.3	43.6	43.6	36.9	46.4	3.2	3.2	77.5	13.8	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	40.3	40.3	43.6	43.6	36.9	46.4	3.2	3.2	77.5	13.8	7.0
LOS by Move:	D	D	D	D	D	D	D	A	A	E	B	A
HCM2kAvgQ:	1	1	1	4	4	14	10	9	9	1	21	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 36 Level Of Service: A

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1	2	55	0	27	100	1461	21	0	2367	55
Added Vol:	0	0	0	0	0	20	13	22	0	0	33	0
Committed P:	0	0	0	0	0	0	0	140	0	0	143	0
Initial Fut:	0	1	2	55	0	47	113	1623	21	0	2543	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	55	0	47	113	1623	21	0	2543	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	47	113	1623	21	0	2543	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	55	0	47	113	1623	21	0	2543	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.33	0.67	0.54	0.00	0.46	1.00	1.97	0.03	0.00	3.00	1.00
Final Sat.:	0	633	1267	1025	0	875	1900	3563	47	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.06	0.46	0.46	0.00	0.49	0.03
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.08	0.08	0.08	0.00	0.08	0.09	0.86	0.86	0.00	0.76	0.76
Volume/Cap:	0.00	0.02	0.02	0.64	0.00	0.64	0.64	0.53	0.53	0.00	0.64	0.04
Delay/Veh:	0.0	42.1	42.1	53.0	0.0	53.0	51.6	2.1	2.1	0.0	5.8	2.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.1	42.1	53.0	0.0	53.0	51.6	2.1	2.1	0.0	5.8	2.9
LOS by Move:	A	D	D	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	5	7	7	0	14	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 60 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	35	42	41	918	61	119	145	1270	25	50	2153	1021
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	35	42	41	918	61	119	154	1348	27	53	2285	1084
Added Vol:	0	0	0	0	0	0	0	22	0	0	33	0
Committed P:	0	0	0	3	0	23	34	132	0	0	127	12
Initial Fut:	35	42	41	921	61	142	188	1502	27	53	2445	1096
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	42	41	921	61	142	188	1502	27	53	2445	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	42	41	921	61	142	188	1502	27	53	2445	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	42	41	921	61	142	188	1502	27	53	2445	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1900	1827	1783	5529	1900	1900	3686	5097	90	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.17	0.03	0.07	0.05	0.29	0.29	0.03	0.47	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.22	0.22	0.22	0.07	0.62	0.62	0.06	0.61	0.00
Volume/Cap:	0.62	0.77	0.77	0.77	0.15	0.35	0.77	0.48	0.48	0.48	0.77	0.00
Delay/Veh:	67.2	77.0	77.0	40.2	32.0	33.8	60.3	10.5	10.5	48.8	15.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	77.0	77.0	40.2	32.0	33.8	60.3	10.5	10.5	48.8	15.7	0.0
LOS by Move:	E	E	E	D	C	C	E	B	B	D	B	A
HCM2kAvgQ:	2	3	3	11	2	4	5	9	9	2	22	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 35 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	22	15	101	30	152	137	885	17	30	1706	295
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	11	23	16	107	32	161	145	939	18	32	1811	313
Added Vol:	0	0	0	46	0	0	0	33	0	0	22	28
Committed P:	0	0	0	11	0	0	0	31	0	0	53	18
Initial Fut:	11	23	16	164	32	161	145	1003	18	32	1886	359
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:	11	23	16	164	32	161	145	1003	18	32	1886	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	23	16	164	32	161	145	1003	18	32	1886	359
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:	11	23	16	164	32	161	145	1003	18	32	1886	359
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.59	0.41	1.68	0.32	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1200	818	3382	656	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.08	0.07	0.18	0.01	0.02	0.34	0.18
Crit Moves:			****			****	****				****	
Green/Cycle:	0.03	0.03	0.03	0.14	0.14	0.14	0.13	0.68	0.68	0.06	0.61	0.61
Volume/Cap:	0.15	0.56	0.56	0.34	0.34	0.56	0.56	0.27	0.01	0.27	0.56	0.29
Delay/Veh:	47.8	57.2	57.2	38.9	38.9	42.3	43.6	6.2	5.1	46.2	11.6	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	57.2	57.2	38.9	38.9	42.3	43.6	6.2	5.1	46.2	11.6	9.2
LOS by Move:	D	E	E	D	D	D	D	A	A	D	B	A
HCM2kAvgQ:	0	2	2	3	3	5	5	4	0	1	13	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 43 Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	8	23	17	324	6	179	182	797	2	13	1871	757
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	24	18	344	6	190	193	846	2	14	1986	804
Added Vol:	0	0	0	53	0	0	0	79	0	0	50	40
Committed P:	0	0	0	14	0	0	0	42	0	0	71	24
Initial Fut:	8	24	18	411	6	190	193	967	2	14	2107	868
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:	8	24	18	411	6	190	193	967	2	14	2107	868
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	24	18	411	6	190	193	967	2	14	2107	868
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:	8	24	18	411	6	190	193	967	2	14	2107	868
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.58	0.42	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1161	858	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.10	0.00	0.09	0.10	0.18	0.00	0.01	0.38	0.43
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.16	0.16	0.16	0.15	0.70	0.70	0.03	0.58	0.74
Volume/Cap:	0.13	0.66	0.66	0.66	0.02	0.59	0.66	0.25	0.00	0.25	0.66	0.58
Delay/Veh:	48.0	69.8	69.8	42.0	35.4	41.8	45.7	5.5	4.5	50.0	14.6	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	69.8	69.8	42.0	35.4	41.8	45.7	5.5	4.5	50.0	14.6	6.4
LOS by Move:	D	E	E	D	D	D	D	A	A	D	B	A
HCM2kAvgQ:	0	2	2	7	0	6	7	4	0	1	16	12

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 26 Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	590	911	1230	0	765	36	77	233	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	626	967	1306	0	812	38	82	247	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	626	967	1306	0	812	38	82	247	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	626	967	0	0	812	38	82	247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	626	967	0	0	812	38	82	247	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	626	967	0	0	812	38	82	247	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.57	2.43	1.00	0.00	2.87	0.13	1.00	1.00	0.00
Final Sat.:	0	0	0	2718	4198	1900	0	4954	233	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.00	0.00	0.16	0.16	0.04	0.13	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.35	0.35	0.09	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.47	0.47	0.00	0.00	0.47	0.47	0.47	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	16.7	16.7	0.0	0.0	25.3	25.3	45.0	17.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.7	16.7	0.0	0.0	25.3	25.3	45.0	17.9	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	9	9	0	0	8	8	3	5	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 31 Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2	0 1	0 0	0	0 0	2 0	2	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	109	907	92	0	0	0	734	601	0	0	202	203
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	116	963	98	0	0	0	779	638	0	0	214	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	963	98	0	0	0	779	638	0	0	214	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	963	98	0	0	0	779	638	0	0	214	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	963	98	0	0	0	779	638	0	0	214	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	963	98	0	0	0	779	638	0	0	214	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.32	2.68	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	556	4631	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.05	0.00	0.00	0.00	0.21	0.18	0.00	0.00	0.11	0.11
Crit Moves:		****					****				****	
Green/Cycle:	0.37	0.37	0.37	0.00	0.00	0.00	0.37	0.57	0.00	0.00	0.20	0.20
Volume/Cap:	0.57	0.57	0.14	0.00	0.00	0.00	0.57	0.31	0.00	0.00	0.57	0.57
Delay/Veh:	25.7	25.7	21.2	0.0	0.0	0.0	25.4	11.2	0.0	0.0	38.1	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	25.7	21.2	0.0	0.0	0.0	25.4	11.2	0.0	0.0	38.1	38.2
LOS by Move:	C	C	C	A	A	A	C	B	A	A	D	D
HCM2kAvgQ:	10	10	2	0	0	0	10	5	0	0	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 77 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3	1 0	1 0	3	1 1	2 1	1	0 1	1 0	2	1 1
Volume Module:												
Base Vol:	65	2649	38	202	3114	757	731	171	33	54	321	152
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	69	2812	40	214	3306	804	776	182	35	57	341	161
Added Vol:	0	150	0	0	216	48	30	0	0	0	0	0
Committed P:	0	21	0	0	31	0	0	0	11	0	0	0
Initial Fut:	69	2983	40	214	3553	852	806	182	46	57	341	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	2983	40	214	3553	852	806	182	46	57	341	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	2983	40	214	3553	852	806	182	46	57	341	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	2983	40	214	3553	852	806	182	46	57	341	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.95	0.05	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.71	1.29
Final Sat.:	1900	6824	92	1900	6916	1729	5253	1805	1900	1900	4694	2222
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.44	0.11	0.51	0.49	0.15	0.10	0.02	0.03	0.07	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.04	0.52	0.52	0.13	0.61	0.61	0.18	0.18	0.18	0.09	0.09	0.09
Volume/Cap:	0.84	0.84	0.84	0.84	0.84	0.81	0.84	0.55	0.13	0.35	0.84	0.84
Delay/Veh:	98.9	22.6	22.6	64.1	17.1	16.0	45.3	37.6	34.5	44.4	55.7	55.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.9	22.6	22.6	64.1	17.1	16.0	45.3	37.6	34.5	44.4	55.7	55.7
LOS by Move:	F	C	C	E	B	B	D	D	C	D	E	E
HCM2kAvgQ:	4	24	24	9	26	24	11	6	1	2	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 56 Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	7	2542	55	142	3061	62	18	23	14	33	15	95
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	7	2698	58	151	3249	66	19	24	15	35	16	101
Added Vol:	0	150	0	0	216	0	0	0	0	0	0	0
Committed P:	0	25	0	0	48	0	0	0	0	0	0	0
Initial Fut:	7	2873	58	151	3513	66	19	24	15	35	16	101
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:	7	2873	58	151	3513	66	19	24	15	35	16	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	2873	58	151	3513	66	19	24	15	35	16	101
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:	7	2873	58	151	3513	66	19	24	15	35	16	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.92	0.08	1.00	3.00	1.00	0.44	0.56	1.00	1.00	0.14	0.86
Final Sat.:	1900	6778	138	1900	5187	1900	834	1066	1900	1900	259	1641
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.08	0.68	0.03	0.02	0.02	0.01	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.73	0.73	0.14	0.86	0.86	0.08	0.08	0.08	0.08	0.08	0.08
Volume/Cap:	0.79	0.58	0.58	0.58	0.79	0.04	0.29	0.29	0.10	0.24	0.79	0.79
Delay/Veh:	220.6	6.7	6.7	43.9	4.2	1.1	44.6	44.6	43.2	44.2	69.6	69.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	220.6	6.7	6.7	43.9	4.2	1.1	44.6	44.6	43.2	44.2	69.6	69.6
LOS by Move:	F	A	A	D	A	A	D	D	D	D	E	E
HCM2kAvgQ:	1	12	12	5	19	0	2	2	0	1	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.088
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.5
Optimal Cycle: 180 Level Of Service: D

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	771	2633	0	0	3354	53	131	0	570	0	0	0
Added Vol:	26	150	0	0	216	0	0	0	37	0	0	0
Committed P:	27	28	0	0	51	0	0	0	50	0	0	0
Initial Fut:	824	2811	0	0	3621	53	131	0	657	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:	824	2811	0	0	3621	53	131	0	657	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	824	2811	0	0	3621	53	131	0	657	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:	824	2811	0	0	3621	53	131	0	657	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.96	0.04	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5112	75	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.41	0.00	0.00	0.71	0.71	0.07	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.21	0.86	0.00	0.00	0.65	0.65	0.06	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	1.09	0.47	0.00	0.00	1.09	1.09	1.09	0.00	0.73	0.00	0.00	0.00
Delay/Veh:	98.8	1.8	0.0	0.0	62.6	62.6	154.4	0.0	36.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.8	1.8	0.0	0.0	62.6	62.6	154.4	0.0	36.4	0.0	0.0	0.0
LOS by Move:	F	A	A	A	E	E	F	A	D	A	A	A
HCM2kAvgQ:	22	6	0	0	59	59	8	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.101
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 47.8
Optimal Cycle: 180 Level Of Service: D

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	118	2892	16	133	3731	153	266	80	51	19	132	23
Added Vol:	0	148	0	0	215	37	28	0	0	0	0	0
Committed P:	14	68	0	0	111	0	0	0	21	0	0	0
Initial Fut:	132	3108	16	133	4057	190	294	80	72	19	132	23
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:	132	3108	16	133	4057	190	294	80	72	19	132	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	3108	16	133	4057	190	294	80	72	19	132	23
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:	132	3108	16	133	4057	190	294	80	72	19	132	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1900	6881	35	1900	5187	1900	3686	1900	1900	1900	1614	286
Capacity Analysis Module:												
Vol/Sat:	0.07	0.45	0.45	0.07	0.78	0.10	0.08	0.04	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.67	0.67	0.10	0.71	0.07	0.07	0.07	0.07	0.07	0.07	0.07
Volume/Cap:	1.10	0.67	0.67	0.67	1.10	0.14	1.10	0.58	0.52	0.14	1.10	1.10
Delay/Veh:	158.9	10.3	10.3	52.1	64.8	4.7	131.2	50.8	48.3	43.7	152	151.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	158.9	10.3	10.3	52.1	64.8	4.7	131.2	50.8	48.3	43.7	152	151.8
LOS by Move:	F	B	B	D	E	A	F	D	D	D	F	F
HCM2kAvgQ:	9	16	16	5	66	2	10	3	3	1	10	10

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: 81 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	63	1820	169	714	2315	347	707	393	22	276	485	201
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	67	1932	179	758	2457	368	750	417	23	293	515	213
Added Vol:	0	33	6	0	59	156	115	26	0	11	31	0
Committed P:	0	67	0	0	51	0	0	0	0	0	0	0
Initial Fut:	67	2032	185	758	2567	524	865	443	23	304	546	213
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:	67	2032	185	758	2567	524	865	443	23	304	546	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	2032	185	758	2567	524	865	443	23	304	546	213
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:	67	2032	185	758	2567	524	865	443	23	304	546	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.67	0.33	2.00	3.00	1.00	3.00	1.90	0.10	2.00	3.00	1.00
Final Sat.:	1900	6338	578	3686	5187	1900	5529	3429	181	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.21	0.49	0.28	0.16	0.13	0.13	0.08	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.37	0.37	0.24	0.57	0.57	0.18	0.19	0.19	0.12	0.12	0.12
Volume/Cap:	0.86	0.86	0.86	0.86	0.86	0.48	0.86	0.69	0.69	0.69	0.86	0.91
Delay/Veh:	106.2	31.9	31.9	44.6	20.8	12.9	46.9	41.1	41.1	47.0	54.1	79.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.2	31.9	31.9	44.6	20.8	12.9	46.9	41.1	41.1	47.0	54.1	79.8
LOS by Move:	F	C	C	D	C	B	D	D	D	D	D	E
HCM2kAvgQ:	4	20	20	14	27	9	12	8	8	6	9	10

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 31 Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	1402	50	85	2084	29	36	48	21	20	37	59
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	1488	53	90	2212	31	38	51	22	21	39	63
Added Vol:	0	39	0	0	70	0	0	0	0	0	0	0
Committed P:	3	67	12	0	51	0	0	0	5	9	0	0
Initial Fut:	24	1594	65	90	2333	31	38	51	27	30	39	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1594	65	90	2333	31	38	51	27	30	39	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1594	65	90	2333	31	38	51	27	30	39	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1594	65	90	2333	31	38	51	27	30	39	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	1.00	3.00	1.00	0.33	0.44	0.23	0.23	0.30	0.47
Final Sat.:	1900	4984	203	1900	5187	1900	623	831	445	435	565	901
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.05	0.45	0.02	0.06	0.06	0.06	0.07	0.07	0.07
Crit Moves:	****				****						****	
Green/Cycle:	0.02	0.71	0.71	0.11	0.79	0.79	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.57	0.45	0.45	0.45	0.57	0.02	0.50	0.50	0.50	0.57	0.57	0.57
Delay/Veh:	64.9	6.2	6.2	43.6	4.0	2.1	42.7	42.7	42.7	44.6	44.6	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	6.2	6.2	43.6	4.0	2.1	42.7	42.7	42.7	44.6	44.6	44.6
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	8	8	3	10	0	4	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 50 Level Of Service: B

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1487	0	0	2818	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Initial Bse:	0	0	0	0	0	0	0	1578	0	0	2991	0
Added Vol:	0	0	0	78	0	440	262	-130	0	0	-350	119
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	78	0	440	262	1448	0	0	2641	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	78	0	440	262	1448	0	0	2641	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	440	262	1448	0	0	2641	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	78	0	440	262	1448	0	0	2641	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.13	0.07	0.28	0.00	0.00	0.51	0.06
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.09	0.77	0.00	0.00	0.67	0.67
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.76	0.76	0.36	0.00	0.00	0.76	0.09
Delay/Veh:	0.0	0.0	0.0	35.0	0.0	45.0	53.5	3.8	0.0	0.0	11.9	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.0	0.0	45.0	53.5	3.8	0.0	0.0	11.9	5.8
LOS by Move:	A	A	A	C	A	D	D	A	A	A	B	A
HCM2kAvgQ:	0	0	0	1	0	9	6	5	0	0	21	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Scenario Report

Scenario:	TPO 2015 w/ Proj Alt AM HCM
Command:	TPO 2015 w/ Proj Alt AM HCM
Volume:	Existing+Commited AM
Geometry:	2015 Bluff to 17th HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Proposed Project AM
Trip Distribution:	Project
Paths:	Bluff to 17th
Routes:	Default Route
Configuration:	2015 HCM

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 32 Level Of Service: C

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	129	1373	96	56	1066	368	197	124	199	65	224	28
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1457	102	59	1132	391	197	124	199	65	224	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	23	49	0	0	64	10	12	0	9	0	1	0
Initial Fut:	160	1506	102	59	1196	401	209	124	208	65	225	28
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:	160	1506	102	59	1196	401	209	124	208	65	225	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1506	102	59	1196	401	209	124	208	65	225	28
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:	160	1506	102	59	1196	401	209	124	208	65	225	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1900	5187	1900	1900	5187	1900	3686	1900	1900	1900	3210	400
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.05	0.03	0.23	0.21	0.06	0.07	0.11	0.03	0.07	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.17	0.57	0.57	0.06	0.47	0.47	0.13	0.22	0.22	0.07	0.16	0.16
Volume/Cap:	0.49	0.51	0.09	0.51	0.49	0.45	0.45	0.30	0.51	0.51	0.45	0.45
Delay/Veh:	38.8	12.9	9.6	49.0	18.7	18.4	41.1	33.3	35.5	48.2	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	12.9	9.6	49.0	18.7	18.4	41.1	33.3	35.5	48.2	38.8	38.8
LOS by Move:	D	B	A	D	B	B	D	C	D	D	D	D
HCM2kAvgQ:	5	10	1	3	9	8	4	3	6	3	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 51 Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	49	1	70	40	2	19	11	3095	10	43	870	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	49	1	70	40	2	19	12	3285	11	46	924	18
Added Vol:	0	0	0	0	0	0	0	50	0	0	122	0
Committed P:	0	0	0	0	0	0	0	62	0	0	37	0
Initial Fut:	49	1	70	40	2	19	12	3397	11	46	1083	18
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:	49	1	70	40	2	19	12	3397	11	46	1083	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1	70	40	2	19	12	3397	11	46	1083	18
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:	49	1	70	40	2	19	12	3397	11	46	1083	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.98	0.02	1.00	0.95	0.05	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1862	38	1900	1810	90	1900	1900	5171	16	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.02	0.02	0.01	0.01	0.66	0.66	0.02	0.21	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.05	0.05	0.05	0.05	0.05	0.05	0.03	0.86	0.86	0.03	0.87	0.87
Volume/Cap:	0.55	0.55	0.76	0.46	0.46	0.21	0.24	0.76	0.76	0.76	0.24	0.01
Delay/Veh:	53.2	53.2	78.0	49.9	49.9	46.9	50.3	3.7	3.7	91.5	1.2	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	53.2	78.0	49.9	49.9	46.9	50.3	3.7	3.7	91.5	1.2	0.9
LOS by Move:	D	D	E	D	D	D	D	A	A	F	A	A
HCM2kAvgQ:	2	2	4	2	2	1	1	17	17	3	2	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 47 Level Of Service: B

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	19	0	33	267	0	7	17	2490	5	26	1112	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	19	0	33	267	0	7	18	2643	5	28	1180	36
Added Vol:	0	0	0	0	0	0	0	50	0	0	122	0
Committed P:	0	0	0	0	0	0	0	62	0	0	37	0
Initial Fut:	19	0	33	267	0	7	18	2755	5	28	1339	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	19	0	33	267	0	7	18	2755	5	28	1339	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	33	267	0	7	18	2755	5	28	1339	36
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:	19	0	33	267	0	7	18	2755	5	28	1339	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.97	0.00	0.03	1.00	2.99	0.01	1.00	2.92	0.08
Final Sat.:	1900	0	1900	1851	0	49	1900	5177	10	1900	5051	136
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.14	0.00	0.14	0.01	0.53	0.53	0.01	0.27	0.27
Crit Moves:				****				****		****		
Green/Cycle:	0.20	0.00	0.20	0.20	0.00	0.20	0.03	0.72	0.72	0.02	0.72	0.72
Volume/Cap:	0.05	0.00	0.09	0.74	0.00	0.74	0.37	0.74	0.74	0.74	0.37	0.37
Delay/Veh:	32.7	0.0	33.0	45.2	0.0	45.2	52.6	8.9	8.9	102.7	5.5	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	0.0	33.0	45.2	0.0	45.2	52.6	8.9	8.9	102.7	5.5	5.5
LOS by Move:	C	A	C	D	A	D	D	A	A	F	A	A
HCM2kAvgQ:	0	0	1	9	0	9	1	19	19	2	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 47 Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	168	266	114	170	165	247	753	2032	224	101	815	165
Added Vol:	12	0	0	0	0	-118	-329	69	29	0	26	0
Committed P:	1	6	0	0	3	12	24	49	0	0	42	0
Initial Fut:	181	272	114	170	168	141	448	2150	253	101	883	165
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:	181	272	114	170	168	141	448	2150	253	101	883	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	272	114	170	168	141	448	2150	253	101	883	165
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:	181	272	114	170	168	141	448	2150	253	101	883	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.41	0.59	1.51	1.49	2.00	2.00	3.00	1.00	1.00	3.37	0.63
Final Sat.:	1805	2544	1066	2724	2691	3344	3686	5187	1900	1900	5830	1086
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.06	0.06	0.04	0.12	0.41	0.13	0.05	0.15	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.15	0.15	0.15	0.09	0.09	0.39	0.30	0.60	0.60	0.08	0.37	0.37
Volume/Cap:	0.65	0.69	0.69	0.69	0.69	0.11	0.40	0.69	0.22	0.69	0.40	0.40
Delay/Veh:	41.5	42.6	42.6	48.4	48.4	19.4	28.1	14.4	9.4	58.4	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	42.6	42.6	48.4	48.4	19.4	28.1	14.4	9.4	58.4	23.1	23.1
LOS by Move:	D	D	D	D	D	B	C	B	A	E	C	C
HCM2kAvgQ:	7	7	7	5	5	2	6	17	4	4	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 74 Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Initial Bse:	0	0	0	383	0	288	0	2210	200	0	862	370
Added Vol:	0	0	0	0	0	0	0	69	0	0	26	0
Committed P:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	400	0	323	0	2291	204	0	930	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	400	0	323	0	2291	0	0	930	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	400	0	323	0	2291	0	0	930	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	400	0	323	0	2291	0	0	930	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.00	0.63	0.00	0.00	0.18	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.86	0.00	0.86	0.00	0.00	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	36.9	0.0	55.9	0.0	12.1	0.0	0.0	4.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.9	0.0	55.9	0.0	12.1	0.0	0.0	4.1	0.0
LOS by Move:	A	A	A	D	A	E	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	12	0	29	0	0	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 41 Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	1	77	4	304	331	2009	4	18	1193	71
Added Vol:	0	0	0	0	0	7	22	47	0	0	18	0
Committed P:	0	0	0	2	0	0	0	103	0	0	92	1
Initial Fut:	0	0	1	79	4	311	353	2159	4	18	1303	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	79	4	311	353	2159	4	18	1303	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	311	353	2159	4	18	1303	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	79	4	311	353	2159	4	18	1303	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1900	1808	92	1900	1900	3603	7	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.16	0.19	0.60	0.60	0.01	0.25	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.06	0.06	0.06	0.44	0.37	0.86	0.86	0.01	0.50	0.50
Volume/Cap:	0.00	0.00	0.01	0.69	0.69	0.38	0.50	0.69	0.69	0.69	0.50	0.08
Delay/Veh:	0.0	0.0	44.0	62.1	62.1	19.3	24.7	3.0	3.0	107.6	16.6	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	44.0	62.1	62.1	19.3	24.7	3.0	3.0	107.6	16.6	12.8
LOS by Move:	A	A	D	E	E	B	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	4	4	6	9	13	13	2	10	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 180 Level Of Service: C

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	33	1	14	45	2115	1	0	1295	37
Added Vol:	0	0	0	0	0	6	18	29	0	0	12	0
Committed P:	0	0	0	0	0	0	0	108	0	0	93	0
Initial Fut:	0	0	0	33	1	20	63	2252	1	0	1400	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	20	63	2252	1	0	1400	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	20	63	2252	1	0	1400	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	20	63	2252	1	0	1400	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	1.00	0.00	0.61	0.02	0.37	1.00	1.99	0.01	0.00	3.00	1.00
Final Sat.:	0	1900	0	1161	35	704	1900	3608	2	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.03	0.62	0.62	0.00	0.27	0.02
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.03	0.03	0.03	0.64	0.91	0.91	0.00	0.28	0.28
Volume/Cap:	0.00	0.00	0.00	0.98	0.98	0.98	0.05	0.68	0.68	0.00	0.98	0.07
Delay/Veh:	0.0	0.0	0.0	162.7	163	162.7	6.9	1.7	1.7	0.0	55.4	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	162.7	163	162.7	6.9	1.7	1.7	0.0	55.4	26.9
LOS by Move:	A	A	A	F	F	F	A	A	A	A	E	C
HCM2kAvgQ:	0	0	0	4	4	4	1	10	10	0	22	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 45 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	16	61	29	840	51	108	117	1912	25	42	1212	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	61	29	840	51	108	124	2030	27	45	1287	498
Added Vol:	0	0	0	0	0	0	0	29	0	0	12	0
Committed P:	0	0	0	9	0	18	10	93	0	0	91	7
Initial Fut:	16	61	29	849	51	126	134	2152	27	45	1390	505
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	61	29	849	51	126	134	2152	27	45	1390	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	61	29	849	51	126	134	2152	27	45	1390	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	61	29	849	51	126	134	2152	27	45	1390	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.36	0.64	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1900	2447	1163	5529	1900	1900	3686	5124	63	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.15	0.03	0.07	0.04	0.42	0.42	0.02	0.27	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.23	0.23	0.23	0.08	0.62	0.62	0.03	0.58	0.00
Volume/Cap:	0.23	0.68	0.68	0.68	0.12	0.29	0.46	0.68	0.68	0.68	0.46	0.00
Delay/Veh:	48.4	60.6	60.6	36.8	30.8	32.4	45.2	12.9	12.9	72.2	12.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	60.6	60.6	36.8	30.8	32.4	45.2	12.9	12.9	72.2	12.3	0.0
LOS by Move:	D	E	E	D	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	9	1	3	3	16	16	3	9	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 30 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	3	24	7	232	41	137	116	1607	17	18	614	50
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	25	7	246	44	145	123	1706	18	19	652	53
Added Vol:	0	0	0	14	0	0	0	15	0	0	35	41
Committed P:	0	0	0	12	0	0	0	35	0	0	21	7
Initial Fut:	3	25	7	272	44	145	123	1756	18	19	708	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	25	7	272	44	145	123	1756	18	19	708	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	25	7	272	44	145	123	1756	18	19	708	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	25	7	272	44	145	123	1756	18	19	708	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.77	0.23	1.72	0.28	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1563	456	3481	556	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.08	0.08	0.07	0.06	0.32	0.01	0.01	0.13	0.05
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.17	0.17	0.17	0.23	0.69	0.69	0.02	0.48	0.48
Volume/Cap:	0.04	0.46	0.46	0.46	0.46	0.42	0.27	0.46	0.01	0.46	0.27	0.10
Delay/Veh:	46.8	51.9	51.9	37.8	37.8	37.9	31.9	7.0	4.7	56.3	15.3	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	51.9	51.9	37.8	37.8	37.9	31.9	7.0	4.7	56.3	15.3	14.0
LOS by Move:	D	D	D	D	D	D	C	A	A	E	B	B
HCM2kAvgQ:	0	2	2	5	5	4	3	9	0	1	5	2

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 35 Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	4	19	12	513	6	117	166	1721	2	6	639	305
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	20	13	545	6	124	176	1827	2	6	678	324
Added Vol:	0	0	0	21	0	0	0	29	0	0	77	45
Committed P:	0	0	0	15	0	0	0	47	0	0	28	9
Initial Fut:	4	20	13	581	6	124	176	1903	2	6	783	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	20	13	581	6	124	176	1903	2	6	783	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	20	13	581	6	124	176	1903	2	6	783	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	20	13	581	6	124	176	1903	2	6	783	378
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.61	0.39	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1237	781	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.15	0.00	0.06	0.09	0.35	0.00	0.00	0.14	0.19
Crit Moves:			****	****				****		****		
Green/Cycle:	0.03	0.03	0.03	0.27	0.27	0.27	0.24	0.62	0.62	0.01	0.39	0.65
Volume/Cap:	0.07	0.56	0.56	0.56	0.01	0.23	0.37	0.56	0.00	0.56	0.37	0.29
Delay/Veh:	47.7	59.2	59.2	32.3	27.0	28.9	32.3	11.3	7.3	99.2	22.0	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	59.2	59.2	32.3	27.0	28.9	32.3	11.3	7.3	99.2	22.0	7.5
LOS by Move:	D	E	E	C	C	C	C	B	A	F	C	A
HCM2kAvgQ:	0	2	2	8	0	3	5	12	0	1	6	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 31 Level Of Service: B

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	304	706	749	0	1629	30	77	279	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	323	749	795	0	1729	32	82	296	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	323	749	795	0	1729	32	82	296	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	323	749	0	0	1729	32	82	296	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	323	749	0	0	1729	32	82	296	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	323	749	0	0	1729	32	82	296	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.20	2.80	1.00	0.00	2.95	0.05	1.00	1.00	0.00
Final Sat.:	0	0	0	2082	4834	1900	0	5093	94	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.34	0.34	0.04	0.16	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.59	0.59	0.08	0.67	0.00
Volume/Cap:	0.00	0.00	0.00	0.57	0.57	0.00	0.00	0.57	0.57	0.57	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	31.9	31.9	0.0	0.0	12.8	12.8	50.2	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.9	31.9	0.0	0.0	12.8	12.8	50.2	6.6	0.0
LOS by Move:	A	A	A	C	C	A	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	8	8	0	0	12	12	3	4	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 43.6
Optimal Cycle: 143 Level Of Service: D

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	87	1212	32	0	0	0	1587	316	0	0	266	316
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	92	1287	34	0	0	0	1685	335	0	0	282	335
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1287	34	0	0	0	1685	335	0	0	282	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1287	34	0	0	0	1685	335	0	0	282	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1287	34	0	0	0	1685	335	0	0	282	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	1287	34	0	0	0	1685	335	0	0	282	335
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.20	2.80	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	347	4840	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.02	0.00	0.00	0.00	0.46	0.09	0.00	0.00	0.15	0.18
Crit Moves:		****					****					****
Green/Cycle:	0.28	0.28	0.28	0.00	0.00	0.00	0.48	0.66	0.00	0.00	0.18	0.18
Volume/Cap:	0.96	0.96	0.06	0.00	0.00	0.00	0.96	0.14	0.00	0.00	0.81	0.96
Delay/Veh:	50.2	50.2	26.6	0.0	0.0	0.0	37.9	6.3	0.0	0.0	51.8	77.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	50.2	26.6	0.0	0.0	0.0	37.9	6.3	0.0	0.0	51.8	77.1
LOS by Move:	D	D	C	A	A	A	D	A	A	A	D	E
HCM2kAvgQ:	20	20	1	0	0	0	31	2	0	0	11	15

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 89 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	31	2709	9	181	2440	486	886	183	14	21	162	237
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	33	2876	10	192	2590	516	940	194	15	22	172	252
Added Vol:	0	233	0	0	95	0	0	0	0	0	0	0
Committed P:	0	12	1	0	9	0	0	0	2	0	0	0
Initial Fut:	33	3121	11	192	2694	516	940	194	17	22	172	252
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:	33	3121	11	192	2694	516	940	194	17	22	172	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	3121	11	192	2694	516	940	194	17	22	172	252
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:	33	3121	11	192	2694	516	940	194	17	22	172	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.99	0.01	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1900	6893	23	1900	6916	1729	5253	1805	1900	1900	3458	3458
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.10	0.39	0.30	0.18	0.11	0.01	0.01	0.05	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.03	0.52	0.52	0.12	0.61	0.61	0.20	0.20	0.20	0.08	0.08	0.08
Volume/Cap:	0.64	0.88	0.88	0.88	0.64	0.49	0.88	0.53	0.04	0.14	0.60	0.88
Delay/Veh:	72.9	24.0	24.0	73.6	13.0	11.1	45.5	35.7	32.0	42.9	45.7	61.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.9	24.0	24.0	73.6	13.0	11.1	45.5	35.7	32.0	42.9	45.7	61.6
LOS by Move:	E	C	C	E	B	B	D	D	C	D	D	E
HCM2kAvgQ:	2	26	26	9	15	10	13	6	0	1	4	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #35 Newport Blvd/Broadway

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.8
Optimal Cycle: 34 Level Of Service: A

****

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	4	2678	8	60	2396	7	6	9	3	38	12	102
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	2843	8	64	2543	7	6	10	3	40	13	108
Added Vol:	0	233	0	0	95	0	0	0	0	0	0	0
Committed P:	0	14	1	0	12	0	0	0	0	0	0	0
Initial Fut:	4	3090	9	64	2650	7	6	10	3	40	13	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	3090	9	64	2650	7	6	10	3	40	13	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	3090	9	64	2650	7	6	10	3	40	13	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	3090	9	64	2650	7	6	10	3	40	13	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	0.40	0.60	1.00	1.00	0.11	0.89
Final Sat.:	1900	6895	21	1900	5187	1900	760	1140	1900	1900	200	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.03	0.51	0.00	0.01	0.01	0.00	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.78	0.78	0.06	0.83	0.83	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.61	0.58	0.58	0.58	0.61	0.00	0.08	0.08	0.02	0.20	0.61	0.61
Delay/Veh:	153.7	4.6	4.6	53.2	3.1	1.4	40.7	40.7	40.3	41.5	48.5	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	153.7	4.6	4.6	53.2	3.1	1.4	40.7	40.7	40.3	41.5	48.5	48.5
LOS by Move:	F	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	11	11	3	11	0	0	0	0	1	5	5

****

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #36 Newport Blvd/Harbor Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 61 Level Of Service: B

****

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	317	2653	0	0	2559	49	26	0	486	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	336	2816	0	0	2716	52	28	0	516	0	0	0
Added Vol:	46	233	0	0	95	0	0	0	20	0	0	0
Committed P:	13	17	0	0	14	0	0	0	14	0	0	0
Initial Fut:	395	3066	0	0	2825	52	28	0	550	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:	395	3066	0	0	2825	52	28	0	550	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	3066	0	0	2825	52	28	0	550	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:	395	3066	0	0	2825	52	28	0	550	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.95	0.05	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5093	94	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.44	0.00	0.00	0.55	0.55	0.01	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.85	0.00	0.00	0.71	0.71	0.07	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.78	0.52	0.00	0.00	0.78	0.78	0.20	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	49.4	2.2	0.0	0.0	10.6	10.6	44.3	0.0	43.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	2.2	0.0	0.0	10.6	10.6	44.3	0.0	43.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	8	8	0	0	22	22	1	0	11	0	0	0

****

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 68 Level Of Service: B

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	64	2852	7	85	2743	165	179	81	26	7	68	30
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	68	3027	7	90	2912	175	190	86	28	7	72	32
Added Vol:	0	225	0	0	92	22	54	0	0	0	0	0
Committed P:	6	35	0	0	35	0	0	0	15	0	0	0
Initial Fut:	74	3287	7	90	3039	197	244	86	43	7	72	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:	74	3287	7	90	3039	197	244	86	43	7	72	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	3287	7	90	3039	197	244	86	43	7	72	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:	74	3287	7	90	3039	197	244	86	43	7	72	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.69	0.31
Final Sat.:	1900	6900	16	1900	5187	1900	3686	1900	1900	1900	1318	582
Capacity Analysis Module:												
Vol/Sat:	0.04	0.48	0.48	0.05	0.59	0.10	0.07	0.05	0.02	0.00	0.05	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.05	0.70	0.70	0.07	0.72	0.72	0.08	0.08	0.08	0.07	0.07	0.07
Volume/Cap:	0.81	0.68	0.68	0.68	0.81	0.14	0.81	0.55	0.27	0.06	0.81	0.81
Delay/Veh:	87.2	8.9	8.9	58.8	10.7	4.3	60.3	48.5	44.1	43.8	76.7	76.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.2	8.9	8.9	58.8	10.7	4.3	60.3	48.5	44.1	43.8	76.7	76.7
LOS by Move:	F	A	A	E	B	A	E	D	D	D	E	E
HCM2kAvgQ:	4	16	16	4	25	2	6	3	1	0	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.5
Optimal Cycle: 67 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	50	1789	209	559	1808	328	759	396	3	142	400	147
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	53	1899	222	593	1919	348	806	420	3	151	425	156
Added Vol:	0	58	10	0	18	75	166	22	0	3	14	0
Committed P:	0	47	0	0	53	0	0	0	0	0	0	0
Initial Fut:	53	2004	232	593	1990	423	972	442	3	154	439	156
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:	53	2004	232	593	1990	423	972	442	3	154	439	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	2004	232	593	1990	423	972	442	3	154	439	156
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:	53	2004	232	593	1990	423	972	442	3	154	439	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.59	0.41	2.00	3.00	1.00	3.00	1.99	0.01	2.00	3.00	1.00
Final Sat.:	1900	6199	717	3686	5187	1900	5529	3584	26	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.16	0.38	0.22	0.18	0.12	0.12	0.04	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.40	0.40	0.20	0.56	0.56	0.22	0.24	0.24	0.08	0.10	0.10
Volume/Cap:	0.69	0.81	0.81	0.81	0.69	0.40	0.81	0.51	0.51	0.51	0.81	0.79
Delay/Veh:	70.3	28.5	28.5	45.0	16.6	12.8	41.4	33.4	33.4	45.6	52.7	62.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.3	28.5	28.5	45.0	16.6	12.8	41.4	33.4	33.4	45.6	52.7	62.1
LOS by Move:	E	C	C	D	B	B	D	C	C	D	D	E
HCM2kAvgQ:	3	19	19	11	17	7	12	7	7	3	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 28 Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	1539	42	60	1370	49	38	44	13	19	68	77
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	1634	45	64	1454	52	40	47	14	20	72	82
Added Vol:	0	69	0	0	21	0	0	0	0	0	0	0
Committed P:	2	47	10	0	53	0	0	0	5	12	0	0
Initial Fut:	10	1750	55	64	1528	52	40	47	19	32	72	82
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:	10	1750	55	64	1528	52	40	47	19	32	72	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1750	55	64	1528	52	40	47	19	32	72	82
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:	10	1750	55	64	1528	52	40	47	19	32	72	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.38	0.44	0.18	0.17	0.39	0.44
Final Sat.:	1900	5030	157	1900	5187	1900	724	838	337	328	737	835
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.03	0.29	0.03	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.68	0.68	0.07	0.73	0.73	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.40	0.51	0.51	0.51	0.40	0.04	0.29	0.29	0.29	0.51	0.51	0.51
Delay/Veh:	58.7	7.9	7.9	48.6	5.1	3.6	35.0	35.0	35.0	37.4	37.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	7.9	7.9	48.6	5.1	3.6	35.0	35.0	35.0	37.4	37.4	37.4
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	10	10	3	7	0	3	3	3	6	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 35 Level Of Service: B

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	2834	0	0	1183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Initial Bse:	0	0	0	0	0	0	0	3008	0	0	1256	0
Added Vol:	0	0	0	98	0	240	379	-329	0	0	-118	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	98	0	240	379	2679	0	0	1138	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	98	0	240	379	2679	0	0	1138	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	98	0	240	379	2679	0	0	1138	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	98	0	240	379	2679	0	0	1138	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.07	0.10	0.52	0.00	0.00	0.22	0.02
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.11	0.26	0.83	0.00	0.00	0.56	0.56
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.63	0.39	0.63	0.00	0.00	0.39	0.03
Delay/Veh:	0.0	0.0	0.0	40.5	0.0	45.5	30.5	3.5	0.0	0.0	12.4	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.5	0.0	45.5	30.5	3.5	0.0	0.0	12.4	9.8
LOS by Move:	A	A	A	D	A	D	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	5	5	11	0	0	7	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Scenario Report

Scenario:	TPO 2015 w/ Proj Alt PM HCM
Command:	TPO 2015 w/ Proj Alt PM HCM
Volume:	Existing+Commited PM
Geometry:	2015 Bluff to 17th HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Proposed Project PM
Trip Distribution:	Project
Paths:	Bluff to 17th
Routes:	Default Route
Configuration:	2015 HCM

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: 39 Level Of Service: C

Street Name:	Newport Boulevard									Hospital Road								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	1	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	117	1215		55		48	1513		205		293	135		187		121	178		38	
Growth Adj:	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	117	1215		55		48	1513		205		293	135		187		121	178		38	
Added Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Committed P:	26	69		0		0	62		6		19	0		41		0	0		0	
Initial Fut:	143	1284		55		48	1575		211		312	135		228		121	178		38	
User Adj:	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	143	1284		55		48	1575		211		312	135		228		121	178		38	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	143	1284		55		48	1575		211		312	135		228		121	178		38	
PCE Adj:	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	143	1284		55		48	1575		211		312	135		228		121	178		38	
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900		1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	0.91	1.00	1.00		0.91	1.00	0.97			1.00	1.00	1.00			1.00	0.95	0.95		
Lanes:	1.00	3.00	1.00	1.00		3.00	1.00	2.00			1.00	1.00	1.00			1.00	1.65	0.35		
Final Sat.:	1900	5187	1900	1900		5187	1900	3686			1900	1900	1900			1900	2975	635		
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.25	0.03	0.03		0.30	0.11	0.08			0.07	0.12		0.06		0.06	0.06			
Crit Moves:	****					****						****		****						
Green/Cycle:	0.12	0.56	0.56	0.06		0.50	0.50	0.18			0.20	0.20		0.10		0.12	0.12			
Volume/Cap:	0.61	0.44	0.05	0.44		0.61	0.22	0.48			0.36	0.61		0.61		0.48	0.48			
Delay/Veh:	46.3	12.8	9.9	48.4		18.6	14.4	37.7			35.4	39.7		48.4		41.6	41.6			
User DelAdj:	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00			
AdjDel/Veh:	46.3	12.8	9.9	48.4		18.6	14.4	37.7			35.4	39.7		48.4		41.6	41.6			
LOS by Move:	D	B	A	D		B	B	D			D	D		D		D	D			
HCM2kAvgQ:	5	8	1	2		13	4	5			4	7		5		4	4			

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.2
Optimal Cycle: 42 Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	37	8	29	32	2	18	44	1170	19	53	2788	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	37	8	29	32	2	18	47	1242	20	56	2959	28
Added Vol:	0	0	0	0	0	0	0	139	0	0	95	0
Committed P:	0	0	0	0	0	0	0	56	0	0	95	0
Initial Fut:	37	8	29	32	2	18	47	1437	20	56	3149	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	8	29	32	2	18	47	1437	20	56	3149	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	8	29	32	2	18	47	1437	20	56	3149	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	8	29	32	2	18	47	1437	20	56	3149	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.82	0.18	1.00	0.94	0.06	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1562	338	1900	1788	112	1900	1900	5115	72	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.28	0.28	0.03	0.61	0.01
Crit Moves:		****					****				****	
Green/Cycle:	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.82	0.82	0.09	0.87	0.87
Volume/Cap:	0.70	0.70	0.45	0.53	0.53	0.28	0.70	0.34	0.34	0.34	0.70	0.02
Delay/Veh:	76.3	76.3	52.3	55.4	55.4	49.5	75.3	2.3	2.3	44.3	2.6	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	76.3	52.3	55.4	55.4	49.5	75.3	2.3	2.3	44.3	2.6	0.9
LOS by Move:	E	E	D	E	E	D	E	A	A	D	A	A
HCM2kAvgQ:	3	3	1	2	2	1	3	4	4	2	13	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: 43 Level Of Service: A

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	21	0	28	88	1	8	16	1279	10	23	2645	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	0	28	88	1	8	17	1358	11	24	2808	140
Added Vol:	0	0	0	0	0	0	0	139	0	0	95	0
Committed P:	0	0	0	0	0	0	0	56	0	0	95	0
Initial Fut:	21	0	28	88	1	8	17	1553	11	24	2998	140
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:	21	0	28	88	1	8	17	1553	11	24	2998	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	28	88	1	8	17	1553	11	24	2998	140
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:	21	0	28	88	1	8	17	1553	11	24	2998	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.91	0.01	0.08	1.00	2.98	0.02	1.00	2.87	0.13
Final Sat.:	1900	0	1900	1724	20	157	1900	5152	35	1900	4955	232
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.05	0.05	0.01	0.30	0.30	0.01	0.60	0.60
Crit Moves:					****		****				****	
Green/Cycle:	0.07	0.00	0.07	0.07	0.07	0.07	0.01	0.83	0.83	0.04	0.86	0.86
Volume/Cap:	0.15	0.00	0.20	0.71	0.71	0.71	0.71	0.36	0.36	0.36	0.71	0.71
Delay/Veh:	44.0	0.0	44.4	61.0	61.0	61.0	115.5	2.1	2.1	50.4	3.2	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	0.0	44.4	61.0	61.0	61.0	115.5	2.1	2.1	50.4	3.2	3.2
LOS by Move:	D	A	D	E	E	E	F	A	A	D	A	A
HCM2kAvgQ:	1	0	1	4	4	4	2	4	4	1	14	14

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #8 W. Coast Hwy/Superior Ave

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: 41 Level Of Service: C

****

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	254	208	78	228	243	710	274	1047	258	240	1968	172
Added Vol:	33	0	0	0	0	-329	-122	49	22	0	75	0
Committed P:	0	8	1	0	14	55	32	36	3	0	67	0
Initial Fut:	287	216	79	228	257	436	184	1132	283	240	2110	172
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:	287	216	79	228	257	436	184	1132	283	240	2110	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	216	79	228	257	436	184	1132	283	240	2110	172
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:	287	216	79	228	257	436	184	1132	283	240	2110	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.48	1.11	0.41	1.41	1.59	2.00	2.00	3.00	1.00	1.00	3.70	0.30
Final Sat.:	2670	2010	735	2546	2869	3344	3686	5187	1900	1900	6395	521
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.09	0.09	0.13	0.05	0.22	0.15	0.13	0.33	0.33
Crit Moves:			****		****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.14	0.14	0.22	0.08	0.38	0.38	0.22	0.53	0.53
Volume/Cap:	0.63	0.63	0.63	0.63	0.63	0.59	0.63	0.57	0.39	0.57	0.63	0.63
Delay/Veh:	39.8	39.8	39.8	42.0	42.0	36.0	48.8	24.7	22.7	36.5	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	39.8	39.8	42.0	42.0	36.0	48.8	24.7	22.7	36.5	17.1	17.1
LOS by Move:	D	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	7	7	7	6	6	7	4	10	6	7	14	14

****

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #9 Newport Blvd/W. Coast Hwy

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 38 Level Of Service: B

****

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Initial Bse:	0	0	0	586	0	393	0	1339	169	0	1935	517
Added Vol:	0	0	0	0	0	0	0	49	0	0	75	0
Committed P:	0	0	0	44	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	630	0	412	0	1464	176	0	2036	517
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	630	0	412	0	1464	0	0	2036	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	630	0	412	0	1464	0	0	2036	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	630	0	412	0	1464	0	0	2036	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.22	0.00	0.41	0.00	0.00	0.39	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.61	0.00	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.66	0.00	0.66	0.00	0.00	0.64	0.00
Delay/Veh:	0.0	0.0	0.0	27.7	0.0	31.5	0.0	13.4	0.0	0.0	12.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.7	0.0	31.5	0.0	13.4	0.0	0.0	12.8	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	12	0	16	0	0	15	0

****

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #10 Riverside Ave/W. Coast Hwy

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 48 Level Of Service: B

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Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	10	11	2	98	2	404	244	1373	5	11	2155	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	10	11	2	98	2	404	259	1457	5	12	2288	74
Added Vol:	0	0	0	0	0	22	14	35	0	0	53	0
Committed P:	0	0	0	2	0	0	0	138	0	0	139	3
Initial Fut:	10	11	2	100	2	426	273	1630	5	12	2480	77
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:	10	11	2	100	2	426	273	1630	5	12	2480	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	426	273	1630	5	12	2480	77
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:	10	11	2	100	2	426	273	1630	5	12	2480	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	826	909	165	1863	37	1900	1900	3598	12	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.22	0.14	0.45	0.45	0.01	0.48	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.30	0.19	0.82	0.82	0.01	0.64	0.64
Volume/Cap:	0.11	0.11	0.11	0.50	0.50	0.75	0.75	0.55	0.55	0.55	0.75	0.06
Delay/Veh:	40.5	40.5	40.5	44.0	44.0	37.0	46.3	3.2	3.2	77.1	13.4	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	40.5	40.5	44.0	44.0	37.0	46.3	3.2	3.2	77.1	13.4	6.8
LOS by Move:	D	D	D	D	D	D	D	A	A	E	B	A
HCM2kAvgQ:	1	1	1	4	4	13	10	9	9	1	20	1

****

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #11 Tustin Ave/W. Coast Hwy

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 36 Level Of Service: A

****

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1	2	55	0	27	100	1461	21	0	2367	55
Added Vol:	0	0	0	0	0	20	13	22	0	0	33	0
Committed P:	0	0	0	0	0	0	0	140	0	0	143	0
Initial Fut:	0	1	2	55	0	47	113	1623	21	0	2543	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	55	0	47	113	1623	21	0	2543	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	47	113	1623	21	0	2543	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	55	0	47	113	1623	21	0	2543	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.33	0.67	0.54	0.00	0.46	1.00	1.97	0.03	0.00	3.00	1.00
Final Sat.:	0	633	1267	1025	0	875	1900	3563	47	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.06	0.46	0.46	0.00	0.49	0.03
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.08	0.08	0.08	0.00	0.08	0.09	0.86	0.86	0.00	0.76	0.76
Volume/Cap:	0.00	0.02	0.02	0.64	0.00	0.64	0.64	0.53	0.53	0.00	0.64	0.04
Delay/Veh:	0.0	42.1	42.1	53.0	0.0	53.0	51.6	2.1	2.1	0.0	5.8	2.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.1	42.1	53.0	0.0	53.0	51.6	2.1	2.1	0.0	5.8	2.9
LOS by Move:	A	D	D	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	5	7	7	0	14	0

****

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 60 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	3 0	1	0 1	2 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	35	42	41	918	61	119	145	1270	25	50	2153	1021
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	35	42	41	918	61	119	154	1348	27	53	2285	1084
Added Vol:	0	0	0	0	0	0	0	22	0	0	33	0
Committed P:	0	0	0	3	0	23	34	132	0	0	127	12
Initial Fut:	35	42	41	921	61	142	188	1502	27	53	2445	1096
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	42	41	921	61	142	188	1502	27	53	2445	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	42	41	921	61	142	188	1502	27	53	2445	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	42	41	921	61	142	188	1502	27	53	2445	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1900	1827	1783	5529	1900	1900	3686	5097	90	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.17	0.03	0.07	0.05	0.29	0.29	0.03	0.47	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.22	0.22	0.22	0.07	0.62	0.62	0.06	0.61	0.00
Volume/Cap:	0.62	0.77	0.77	0.77	0.15	0.35	0.77	0.48	0.48	0.48	0.77	0.00
Delay/Veh:	67.2	77.0	77.0	40.2	32.0	33.8	60.3	10.5	10.5	48.8	15.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	77.0	77.0	40.2	32.0	33.8	60.3	10.5	10.5	48.8	15.7	0.0
LOS by Move:	E	E	E	D	C	C	E	B	B	D	B	A
HCM2kAvgQ:	2	3	3	11	2	4	5	9	9	2	22	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 35 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 1	0	0 1	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	10	22	15	101	30	152	137	885	17	30	1706	295
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	11	23	16	107	32	161	145	939	18	32	1811	313
Added Vol:	0	0	0	44	0	0	0	40	0	0	28	26
Committed P:	0	0	0	11	0	0	0	31	0	0	53	18
Initial Fut:	11	23	16	162	32	161	145	1010	18	32	1892	357
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:	11	23	16	162	32	161	145	1010	18	32	1892	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	23	16	162	32	161	145	1010	18	32	1892	357
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:	11	23	16	162	32	161	145	1010	18	32	1892	357
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.59	0.41	1.67	0.33	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1200	818	3375	663	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.08	0.07	0.18	0.01	0.02	0.34	0.18
Crit Moves:			****			****	****				****	
Green/Cycle:	0.03	0.03	0.03	0.14	0.14	0.14	0.13	0.68	0.68	0.06	0.61	0.61
Volume/Cap:	0.15	0.56	0.56	0.34	0.34	0.56	0.56	0.27	0.01	0.27	0.56	0.29
Delay/Veh:	47.8	57.3	57.3	38.9	38.9	42.4	43.6	6.2	5.1	46.2	11.6	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	57.3	57.3	38.9	38.9	42.4	43.6	6.2	5.1	46.2	11.6	9.2
LOS by Move:	D	E	E	D	D	D	D	A	A	D	B	A
HCM2kAvgQ:	0	2	2	3	3	5	5	4	0	1	13	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #21 Brookhurst St/PCH

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 44 Level Of Service: B

****

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	8	23	17	324	6	179	182	797	2	13	1871	757
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	24	18	344	6	190	193	846	2	14	1986	804
Added Vol:	0	0	0	55	0	0	0	84	0	0	55	41
Committed P:	0	0	0	14	0	0	0	42	0	0	71	24
Initial Fut:	8	24	18	413	6	190	193	972	2	14	2112	869
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:	8	24	18	413	6	190	193	972	2	14	2112	869
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	24	18	413	6	190	193	972	2	14	2112	869
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:	8	24	18	413	6	190	193	972	2	14	2112	869
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.58	0.42	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1161	858	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.11	0.00	0.09	0.10	0.18	0.00	0.01	0.38	0.43
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.16	0.16	0.16	0.15	0.70	0.70	0.03	0.58	0.74
Volume/Cap:	0.13	0.66	0.66	0.66	0.02	0.59	0.66	0.25	0.00	0.25	0.66	0.58
Delay/Veh:	48.0	70.0	70.0	42.0	35.4	41.7	45.8	5.5	4.5	50.1	14.6	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	70.0	70.0	42.0	35.4	41.7	45.8	5.5	4.5	50.1	14.6	6.4
LOS by Move:	D	E	E	D	D	D	D	A	A	D	B	A
HCM2kAvgQ:	0	2	2	7	0	6	7	4	0	1	16	12

****

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #25 Newport Blvd/Victoria St [Ramp]

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 26 Level Of Service: C

****

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	590	911	1230	0	765	36	77	233	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	626	967	1306	0	812	38	82	247	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	626	967	1306	0	812	38	82	247	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	626	967	0	0	812	38	82	247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	626	967	0	0	812	38	82	247	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	626	967	0	0	812	38	82	247	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.57	2.43	1.00	0.00	2.87	0.13	1.00	1.00	0.00
Final Sat.:	0	0	0	2718	4198	1900	0	4954	233	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.00	0.00	0.16	0.16	0.04	0.13	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.35	0.35	0.09	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.47	0.47	0.00	0.00	0.47	0.47	0.47	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	16.7	16.7	0.0	0.0	25.3	25.3	45.0	17.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.7	16.7	0.0	0.0	25.3	25.3	45.0	17.9	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	9	9	0	0	8	8	3	5	0

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Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 31 Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	109	907	92	0	0	0	734	601	0	0	202	203
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	116	963	98	0	0	0	779	638	0	0	214	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	963	98	0	0	0	779	638	0	0	214	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	963	98	0	0	0	779	638	0	0	214	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	963	98	0	0	0	779	638	0	0	214	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	963	98	0	0	0	779	638	0	0	214	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.32	2.68	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	556	4631	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.05	0.00	0.00	0.00	0.21	0.18	0.00	0.00	0.11	0.11
Crit Moves:		****					****				****	
Green/Cycle:	0.37	0.37	0.37	0.00	0.00	0.00	0.37	0.57	0.00	0.00	0.20	0.20
Volume/Cap:	0.57	0.57	0.14	0.00	0.00	0.00	0.57	0.31	0.00	0.00	0.57	0.57
Delay/Veh:	25.7	25.7	21.2	0.0	0.0	0.0	25.4	11.2	0.0	0.0	38.1	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	25.7	21.2	0.0	0.0	0.0	25.4	11.2	0.0	0.0	38.1	38.2
LOS by Move:	C	C	C	A	A	A	C	B	A	A	D	D
HCM2kAvgQ:	10	10	2	0	0	0	10	5	0	0	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: 77 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	65	2649	38	202	3114	757	731	171	33	54	321	152
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	69	2812	40	214	3306	804	776	182	35	57	341	161
Added Vol:	0	179	0	0	264	0	0	0	0	0	0	0
Committed P:	0	21	0	0	31	0	0	0	11	0	0	0
Initial Fut:	69	3012	40	214	3601	804	776	182	46	57	341	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	3012	40	214	3601	804	776	182	46	57	341	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	3012	40	214	3601	804	776	182	46	57	341	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	3012	40	214	3601	804	776	182	46	57	341	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.95	0.05	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.71	1.29
Final Sat.:	1900	6825	91	1900	6916	1729	5253	1805	1900	1900	4694	2222
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.44	0.11	0.52	0.46	0.15	0.10	0.02	0.03	0.07	0.07
Crit Moves:	****				****		****					****
Green/Cycle:	0.04	0.52	0.52	0.13	0.62	0.62	0.17	0.17	0.17	0.09	0.09	0.09
Volume/Cap:	0.84	0.84	0.84	0.84	0.84	0.75	0.84	0.58	0.14	0.35	0.84	0.84
Delay/Veh:	99.3	22.1	22.1	63.6	16.7	14.3	45.9	38.3	35.1	44.4	55.8	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.3	22.1	22.1	63.6	16.7	14.3	45.9	38.3	35.1	44.4	55.8	55.8
LOS by Move:	F	C	C	E	B	B	D	D	D	D	E	E
HCM2kAvgQ:	4	24	24	9	27	20	11	6	1	2	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #35 Newport Blvd/Broadway

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 58 Level Of Service: A

****

Street Name:	Newport Boulevard									Broadway		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	7	2542	55	142	3061	62	18	23	14	33	15	95
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	7	2698	58	151	3249	66	19	24	15	35	16	101
Added Vol:	0	179	0	0	264	0	0	0	0	0	0	0
Committed P:	0	25	0	0	48	0	0	0	0	0	0	0
Initial Fut:	7	2902	58	151	3561	66	19	24	15	35	16	101
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:	7	2902	58	151	3561	66	19	24	15	35	16	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	2902	58	151	3561	66	19	24	15	35	16	101
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:	7	2902	58	151	3561	66	19	24	15	35	16	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.92	0.08	1.00	3.00	1.00	0.44	0.56	1.00	1.00	0.14	0.86
Final Sat.:	1900	6780	136	1900	5187	1900	834	1066	1900	1900	259	1641
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.08	0.69	0.03	0.02	0.02	0.01	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.73	0.73	0.13	0.86	0.86	0.08	0.08	0.08	0.08	0.08	0.08
Volume/Cap:	0.80	0.59	0.59	0.59	0.80	0.04	0.30	0.30	0.10	0.24	0.80	0.80
Delay/Veh:	227.1	6.6	6.6	44.2	4.3	1.1	44.8	44.8	43.3	44.3	71.4	71.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	227.1	6.6	6.6	44.2	4.3	1.1	44.8	44.8	43.3	44.3	71.4	71.4
LOS by Move:	F	A	A	D	A	A	D	D	D	D	E	E
HCM2kAvgQ:	1	12	12	5	20	0	2	2	0	1	6	6

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Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #36 Newport Blvd/Harbor Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 1.101
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 47.6
Optimal Cycle: 180 Level Of Service: D

****

Street Name:	Newport Boulevard									Harbor Boulevard		
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	771	2633	0	0	3354	53	131	0	570	0	0	0
Added Vol:	37	179	0	0	264	0	0	0	52	0	0	0
Committed P:	27	28	0	0	51	0	0	0	50	0	0	0
Initial Fut:	835	2840	0	0	3669	53	131	0	672	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:	835	2840	0	0	3669	53	131	0	672	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	835	2840	0	0	3669	53	131	0	672	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:	835	2840	0	0	3669	53	131	0	672	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.96	0.04	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5113	74	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.41	0.00	0.00	0.72	0.72	0.07	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.21	0.86	0.00	0.00	0.65	0.65	0.06	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	1.10	0.48	0.00	0.00	1.10	1.10	1.10	0.00	0.75	0.00	0.00	0.00
Delay/Veh:	103.5	1.8	0.0	0.0	68.0	68.0	159.2	0.0	37.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.5	1.8	0.0	0.0	68.0	68.0	159.2	0.0	37.1	0.0	0.0	0.0
LOS by Move:	F	A	A	A	E	E	F	A	D	A	A	A
HCM2kAvgQ:	22	6	0	0	61	61	8	0	12	0	0	0

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Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.115
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 50.9
Optimal Cycle: 180 Level Of Service: D

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	118	2892	16	133	3731	153	266	80	51	19	132	23
Added Vol:	0	174	0	0	260	56	42	0	0	0	0	0
Committed P:	14	68	0	0	111	0	0	0	21	0	0	0
Initial Fut:	132	3134	16	133	4102	209	308	80	72	19	132	23
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:	132	3134	16	133	4102	209	308	80	72	19	132	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	3134	16	133	4102	209	308	80	72	19	132	23
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:	132	3134	16	133	4102	209	308	80	72	19	132	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1900	6881	35	1900	5187	1900	3686	1900	1900	1900	1614	286
Capacity Analysis Module:												
Vol/Sat:	0.07	0.46	0.46	0.07	0.79	0.11	0.08	0.04	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.67	0.67	0.10	0.71	0.71	0.08	0.08	0.08	0.07	0.07	0.07
Volume/Cap:	1.11	0.68	0.68	0.68	1.11	0.15	1.11	0.56	0.50	0.14	1.11	1.11
Delay/Veh:	163.8	10.5	10.5	52.7	70.5	4.8	134.7	49.5	47.3	43.8	157	156.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	163.8	10.5	10.5	52.7	70.5	4.8	134.7	49.5	47.3	43.8	157	156.8
LOS by Move:	F	B	B	D	E	A	F	D	D	D	F	F
HCM2kAvgQ:	9	17	17	5	68	2	10	3	3	1	10	10

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.6
Optimal Cycle: 85 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	63	1820	169	714	2315	347	707	393	22	276	485	201
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	67	1932	179	758	2457	368	750	417	23	293	515	213
Added Vol:	0	36	6	0	64	197	139	26	0	11	31	0
Committed P:	0	67	0	0	51	0	0	0	0	0	0	0
Initial Fut:	67	2035	185	758	2572	565	889	443	23	304	546	213
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:	67	2035	185	758	2572	565	889	443	23	304	546	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	2035	185	758	2572	565	889	443	23	304	546	213
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:	67	2035	185	758	2572	565	889	443	23	304	546	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.67	0.33	2.00	3.00	1.00	3.00	1.90	0.10	2.00	3.00	1.00
Final Sat.:	1900	6339	577	3686	5187	1900	5529	3429	181	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.21	0.50	0.30	0.16	0.13	0.13	0.08	0.11	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.37	0.37	0.24	0.57	0.57	0.19	0.19	0.19	0.12	0.12	0.12
Volume/Cap:	0.87	0.86	0.86	0.86	0.87	0.52	0.87	0.69	0.69	0.69	0.87	0.92
Delay/Veh:	107.4	32.0	32.0	44.9	21.1	13.5	47.4	40.9	40.9	46.8	55.3	82.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.4	32.0	32.0	44.9	21.1	13.5	47.4	40.9	40.9	46.8	55.3	82.6
LOS by Move:	F	C	C	D	C	B	D	D	D	D	E	F
HCM2kAvgQ:	4	20	20	14	27	11	12	8	8	6	9	10

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 31 Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	1402	50	85	2084	29	36	48	21	20	37	59
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	1488	53	90	2212	31	38	51	22	21	39	63
Added Vol:	0	42	0	0	75	0	0	0	0	0	0	0
Committed P:	3	67	12	0	51	0	0	0	5	9	0	0
Initial Fut:	24	1597	65	90	2338	31	38	51	27	30	39	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1597	65	90	2338	31	38	51	27	30	39	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1597	65	90	2338	31	38	51	27	30	39	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1597	65	90	2338	31	38	51	27	30	39	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	1.00	3.00	1.00	0.33	0.44	0.23	0.23	0.30	0.47
Final Sat.:	1900	4984	203	1900	5187	1900	623	831	445	435	565	901
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.05	0.45	0.02	0.06	0.06	0.06	0.07	0.07	0.07
Crit Moves:	****				****						****	
Green/Cycle:	0.02	0.71	0.71	0.11	0.79	0.79	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.57	0.45	0.45	0.45	0.57	0.02	0.50	0.50	0.50	0.57	0.57	0.57
Delay/Veh:	65.0	6.2	6.2	43.6	4.0	2.1	42.7	42.7	42.7	44.6	44.6	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	6.2	6.2	43.6	4.0	2.1	42.7	42.7	42.7	44.6	44.6	44.6
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	8	8	3	10	0	4	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Project Bluff Road Alternative - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 50 Level Of Service: B

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1487	0	0	2818	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Initial Bse:	0	0	0	0	0	0	0	1578	0	0	2991	0
Added Vol:	0	0	0	72	0	424	261	-122	0	0	-329	108
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	72	0	424	261	1456	0	0	2662	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	0	424	261	1456	0	0	2662	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	0	424	261	1456	0	0	2662	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	72	0	424	261	1456	0	0	2662	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.13	0.07	0.28	0.00	0.00	0.51	0.06
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.09	0.77	0.00	0.00	0.68	0.68
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.76	0.76	0.36	0.00	0.00	0.76	0.08
Delay/Veh:	0.0	0.0	0.0	35.4	0.0	45.5	53.4	3.7	0.0	0.0	11.6	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.4	0.0	45.5	53.4	3.7	0.0	0.0	11.6	5.5
LOS by Move:	A	A	A	D	A	D	D	A	A	A	B	A
HCM2kAvgQ:	0	0	0	1	0	9	6	5	0	0	21	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Scenario Report

Scenario:	TPO 2015 Phase 1 AM HCM
Command:	TPO 2015 Phase 1 AM HCM
Volume:	Existing+Commited AM
Geometry:	2015 Bluff to 16th HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Phase 1 AM
Trip Distribution:	Phase 1 Only
Paths:	Bluff to 16th
Routes:	Default Route
Configuration:	2015 HCM

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 32 Level Of Service: C

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	129	1373	96	56	1066	368	197	124	199	65	224	28
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1457	102	59	1132	391	197	124	199	65	224	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	23	49	0	0	64	10	12	0	9	0	1	0
Initial Fut:	160	1506	102	59	1196	401	209	124	208	65	225	28
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:	160	1506	102	59	1196	401	209	124	208	65	225	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1506	102	59	1196	401	209	124	208	65	225	28
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:	160	1506	102	59	1196	401	209	124	208	65	225	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1900	5187	1900	1900	5187	1900	3686	1900	1900	1900	3210	400
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.05	0.03	0.23	0.21	0.06	0.07	0.11	0.03	0.07	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.17	0.57	0.57	0.06	0.47	0.47	0.13	0.22	0.22	0.07	0.16	0.16
Volume/Cap:	0.49	0.51	0.09	0.51	0.49	0.45	0.45	0.30	0.51	0.51	0.45	0.45
Delay/Veh:	38.8	12.9	9.6	49.0	18.7	18.4	41.1	33.3	35.5	48.2	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	12.9	9.6	49.0	18.7	18.4	41.1	33.3	35.5	48.2	38.8	38.8
LOS by Move:	D	B	A	D	B	B	D	C	D	D	D	D
HCM2kAvgQ:	5	10	1	3	9	8	4	3	6	3	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.755
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 6.3
Optimal Cycle: 50 | Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	49	1	70	40	2	19	11	3095	10	43	870	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	49	1	70	40	2	19	12	3285	11	46	924	18
Added Vol:	0	0	0	0	0	0	0	7	0	0	22	0
Committed P:	0	0	0	0	0	0	0	62	0	0	37	0
Initial Fut:	49	1	70	40	2	19	12	3354	11	46	983	18
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:	49	1	70	40	2	19	12	3354	11	46	983	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1	70	40	2	19	12	3354	11	46	983	18
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:	49	1	70	40	2	19	12	3354	11	46	983	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.98	0.02	1.00	0.95	0.05	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1862	38	1900	1810	90	1900	1900	5171	16	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.02	0.02	0.01	0.01	0.65	0.65	0.02	0.19	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.05	0.05	0.05	0.05	0.05	0.05	0.03	0.86	0.86	0.03	0.86	0.86
Volume/Cap:	0.54	0.54	0.75	0.45	0.45	0.20	0.22	0.75	0.75	0.75	0.22	0.01
Delay/Veh:	52.7	52.7	76.1	49.7	49.7	46.8	49.6	3.6	3.6	89.2	1.2	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	52.7	76.1	49.7	49.7	46.8	49.6	3.6	3.6	89.2	1.2	0.9
LOS by Move:	D	D	E	D	D	D	D	A	A	F	A	A
HCM2kAvgQ:	2	2	4	2	2	1	1	17	17	3	2	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.726
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 11.2
Optimal Cycle: 45 | Level Of Service: B

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	19	0	33	267	0	7	17	2490	5	26	1112	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	19	0	33	267	0	7	18	2643	5	28	1180	36
Added Vol:	0	0	0	0	0	0	0	7	0	0	22	0
Committed P:	0	0	0	0	0	0	0	62	0	0	37	0
Initial Fut:	19	0	33	267	0	7	18	2712	5	28	1239	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	19	0	33	267	0	7	18	2712	5	28	1239	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	33	267	0	7	18	2712	5	28	1239	36
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:	19	0	33	267	0	7	18	2712	5	28	1239	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.97	0.00	0.03	1.00	2.99	0.01	1.00	2.92	0.08
Final Sat.:	1900	0	1900	1851	0	49	1900	5177	10	1900	5040	147
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.14	0.00	0.14	0.01	0.52	0.52	0.01	0.25	0.25
Crit Moves:				****				****		****		
Green/Cycle:	0.20	0.00	0.20	0.20	0.00	0.20	0.03	0.72	0.72	0.02	0.71	0.71
Volume/Cap:	0.05	0.00	0.09	0.73	0.00	0.73	0.34	0.73	0.73	0.73	0.34	0.34
Delay/Veh:	32.5	0.0	32.8	44.4	0.0	44.4	51.7	8.9	8.9	99.9	5.5	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	0.0	32.8	44.4	0.0	44.4	51.7	8.9	8.9	99.9	5.5	5.5
LOS by Move:	C	A	C	D	A	D	D	A	A	F	A	A
HCM2kAvgQ:	0	0	1	9	0	9	1	19	19	2	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.3
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	168	266	114	170	165	247	753	2032	224	101	815	165
Added Vol:	2	0	0	0	0	-24	-67	17	6	0	5	0
Committed P:	1	6	0	0	3	12	24	49	0	0	42	0
Initial Fut:	171	272	114	170	168	235	710	2098	230	101	862	165
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:	171	272	114	170	168	235	710	2098	230	101	862	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	272	114	170	168	235	710	2098	230	101	862	165
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:	171	272	114	170	168	235	710	2098	230	101	862	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.41	0.59	1.51	1.49	2.00	2.00	3.00	1.00	1.00	3.36	0.64
Final Sat.:	1805	2544	1066	2724	2691	3344	3686	5187	1900	1900	5808	1108
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.06	0.06	0.07	0.19	0.40	0.12	0.05	0.15	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.16	0.16	0.16	0.09	0.09	0.47	0.38	0.59	0.59	0.08	0.29	0.29
Volume/Cap:	0.60	0.68	0.68	0.68	0.68	0.15	0.51	0.68	0.20	0.68	0.51	0.51
Delay/Veh:	40.4	42.2	42.2	47.9	47.9	15.1	24.2	14.5	9.5	57.1	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	42.2	42.2	47.9	47.9	15.1	24.2	14.5	9.5	57.1	29.6	29.6
LOS by Move:	D	D	D	D	D	B	C	B	A	E	C	C
HCM2kAvgQ:	6	7	7	5	5	2	9	17	3	4	8	8

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.9
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Initial Bse:	0	0	0	383	0	288	0	2210	200	0	862	370
Added Vol:	0	0	0	0	0	0	0	17	0	0	5	0
Committed P:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	400	0	323	0	2239	204	0	909	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	400	0	323	0	2239	0	0	909	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	400	0	323	0	2239	0	0	909	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	400	0	323	0	2239	0	0	909	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.00	0.62	0.00	0.00	0.18	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.84	0.00	0.84	0.00	0.00	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	36.5	0.0	53.5	0.0	11.6	0.0	0.0	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.5	0.0	53.5	0.0	11.6	0.0	0.0	4.2	0.0
LOS by Move:	A	A	A	D	A	D	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	12	0	27	0	0	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.685
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 11.6
Optimal Cycle: 40 | Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	1	77	4	304	331	2009	4	18	1193	71
Added Vol:	0	0	0	0	0	0	0	17	0	0	5	0
Committed P:	0	0	0	2	0	0	0	103	0	0	92	1
Initial Fut:	0	0	1	79	4	304	331	2129	4	18	1290	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	79	4	304	331	2129	4	18	1290	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	304	331	2129	4	18	1290	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	79	4	304	331	2129	4	18	1290	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1900	1808	92	1900	1900	3603	7	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.16	0.17	0.59	0.59	0.01	0.25	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.06	0.06	0.06	0.42	0.36	0.86	0.86	0.01	0.52	0.52
Volume/Cap:	0.00	0.00	0.01	0.69	0.69	0.38	0.48	0.69	0.69	0.69	0.48	0.07
Delay/Veh:	0.0	0.0	43.9	60.9	60.9	20.0	25.3	3.0	3.0	104.4	15.8	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	43.9	60.9	60.9	20.0	25.3	3.0	3.0	104.4	15.8	12.2
LOS by Move:	A	A	D	E	E	B	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	4	4	6	8	13	13	2	9	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.686
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 23.1
Optimal Cycle: 164 | Level Of Service: C

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	33	1	14	45	2115	1	0	1295	37
Added Vol:	0	0	0	0	0	3	11	6	0	0	2	0
Committed P:	0	0	0	0	0	0	0	108	0	0	93	0
Initial Fut:	0	0	0	33	1	17	56	2229	1	0	1390	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	17	56	2229	1	0	1390	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	17	56	2229	1	0	1390	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	17	56	2229	1	0	1390	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	1.00	0.00	0.65	0.02	0.33	1.00	1.99	0.01	0.00	3.00	1.00
Final Sat.:	0	1900	0	1229	37	633	1900	3608	2	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.03	0.62	0.62	0.00	0.27	0.02
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.03	0.03	0.03	0.64	0.91	0.91	0.00	0.28	0.28
Volume/Cap:	0.00	0.00	0.00	0.97	0.97	0.97	0.05	0.68	0.68	0.00	0.97	0.07
Delay/Veh:	0.0	0.0	0.0	161.6	162	161.6	6.8	1.6	1.6	0.0	53.0	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	161.6	162	161.6	6.8	1.6	1.6	0.0	53.0	26.8
LOS by Move:	A	A	A	F	F	F	A	A	A	A	D	C
HCM2kAvgQ:	0	0	0	4	4	4	1	10	10	0	21	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 45 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	16	61	29	840	51	108	117	1912	25	42	1212	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	61	29	840	51	108	124	2030	27	45	1287	498
Added Vol:	0	0	0	0	0	0	0	6	0	0	2	0
Committed P:	0	0	0	9	0	18	10	93	0	0	91	7
Initial Fut:	16	61	29	849	51	126	134	2129	27	45	1380	505
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	61	29	849	51	126	134	2129	27	45	1380	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	61	29	849	51	126	134	2129	27	45	1380	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	61	29	849	51	126	134	2129	27	45	1380	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.36	0.64	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1900	2447	1163	5529	1900	1900	3686	5123	64	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.15	0.03	0.07	0.04	0.42	0.42	0.02	0.27	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.23	0.23	0.23	0.08	0.62	0.62	0.03	0.58	0.00
Volume/Cap:	0.23	0.67	0.67	0.67	0.12	0.29	0.46	0.67	0.67	0.67	0.46	0.00
Delay/Veh:	48.4	60.0	60.0	36.6	30.7	32.2	45.2	13.0	13.0	71.2	12.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	60.0	60.0	36.6	30.7	32.2	45.2	13.0	13.0	71.2	12.4	0.0
LOS by Move:	D	E	E	D	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	9	1	3	3	16	16	3	9	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 30 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	3	24	7	232	41	137	116	1607	17	18	614	50
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	25	7	246	44	145	123	1706	18	19	652	53
Added Vol:	0	0	0	3	0	0	0	2	0	0	6	11
Committed P:	0	0	0	12	0	0	0	35	0	0	21	7
Initial Fut:	3	25	7	261	44	145	123	1743	18	19	679	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	25	7	261	44	145	123	1743	18	19	679	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	25	7	261	44	145	123	1743	18	19	679	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	25	7	261	44	145	123	1743	18	19	679	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.77	0.23	1.71	0.29	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1563	456	3461	577	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.08	0.08	0.07	0.06	0.32	0.01	0.01	0.12	0.04
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.17	0.17	0.17	0.24	0.70	0.70	0.02	0.48	0.48
Volume/Cap:	0.04	0.45	0.45	0.45	0.45	0.43	0.26	0.45	0.01	0.45	0.26	0.07
Delay/Veh:	46.8	51.7	51.7	38.1	38.1	38.3	31.2	6.8	4.6	56.0	15.5	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	51.7	51.7	38.1	38.1	38.3	31.2	6.8	4.6	56.0	15.5	14.0
LOS by Move:	D	D	D	D	D	D	C	A	A	E	B	B
HCM2kAvgQ:	0	2	2	5	5	4	3	9	0	1	4	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.548
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 18.1
Optimal Cycle: 35 | Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	4	19	12	513	6	117	166	1721	2	6	639	305
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	20	13	545	6	124	176	1827	2	6	678	324
Added Vol:	0	0	0	2	0	0	0	5	0	0	17	6
Committed P:	0	0	0	15	0	0	0	47	0	0	28	9
Initial Fut:	4	20	13	562	6	124	176	1879	2	6	723	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	20	13	562	6	124	176	1879	2	6	723	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	20	13	562	6	124	176	1879	2	6	723	339
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	20	13	562	6	124	176	1879	2	6	723	339
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.61	0.39	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1237	781	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.14	0.00	0.06	0.09	0.34	0.00	0.00	0.13	0.17
Crit Moves:			****	****				****		****		
Green/Cycle:	0.03	0.03	0.03	0.26	0.26	0.26	0.25	0.62	0.62	0.01	0.38	0.64
Volume/Cap:	0.07	0.55	0.55	0.55	0.01	0.23	0.35	0.55	0.00	0.55	0.35	0.26
Delay/Veh:	47.7	58.1	58.1	32.4	27.3	29.3	31.1	11.0	7.1	94.9	22.4	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	58.1	58.1	32.4	27.3	29.3	31.1	11.0	7.1	94.9	22.4	7.9
LOS by Move:	D	E	E	C	C	C	C	B	A	F	C	A
HCM2kAvgQ:	0	2	2	8	0	3	5	12	0	1	6	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.572
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 19.5
Optimal Cycle: 31 | Level Of Service: B

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	304	706	749	0	1629	30	77	279	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	323	749	795	0	1729	32	82	296	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	323	749	795	0	1729	32	82	296	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	323	749	0	0	1729	32	82	296	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	323	749	0	0	1729	32	82	296	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	323	749	0	0	1729	32	82	296	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.20	2.80	1.00	0.00	2.95	0.05	1.00	1.00	0.00
Final Sat.:	0	0	0	2082	4834	1900	0	5093	94	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.34	0.34	0.04	0.16	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.59	0.59	0.08	0.67	0.00
Volume/Cap:	0.00	0.00	0.00	0.57	0.57	0.00	0.00	0.57	0.57	0.57	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	31.9	31.9	0.0	0.0	12.8	12.8	50.2	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.9	31.9	0.0	0.0	12.8	12.8	50.2	6.6	0.0
LOS by Move:	A	A	A	C	C	A	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	8	8	0	0	12	12	3	4	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.957
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 43.6
Optimal Cycle: 143 | Level Of Service: D

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	87	1212	32	0	0	0	1587	316	0	0	266	316
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	92	1287	34	0	0	0	1685	335	0	0	282	335
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1287	34	0	0	0	1685	335	0	0	282	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1287	34	0	0	0	1685	335	0	0	282	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1287	34	0	0	0	1685	335	0	0	282	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	1287	34	0	0	0	1685	335	0	0	282	335
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.20	2.80	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	347	4840	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.02	0.00	0.00	0.00	0.46	0.09	0.00	0.00	0.15	0.18
Crit Moves:		****					****					****
Green/Cycle:	0.28	0.28	0.28	0.00	0.00	0.00	0.48	0.66	0.00	0.00	0.18	0.18
Volume/Cap:	0.96	0.96	0.06	0.00	0.00	0.00	0.96	0.14	0.00	0.00	0.81	0.96
Delay/Veh:	50.2	50.2	26.6	0.0	0.0	0.0	37.9	6.3	0.0	0.0	51.8	77.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	50.2	26.6	0.0	0.0	0.0	37.9	6.3	0.0	0.0	51.8	77.1
LOS by Move:	D	D	C	A	A	A	D	A	A	A	D	E
HCM2kAvgQ:	20	20	1	0	0	0	31	2	0	0	11	15

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.846
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 24.9
Optimal Cycle: 78 | Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	31	2709	9	181	2440	486	886	183	14	21	162	237
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	33	2876	10	192	2590	516	940	194	15	22	172	252
Added Vol:	0	44	0	0	13	0	0	0	0	0	0	0
Committed P:	0	12	1	0	9	0	0	0	2	0	0	0
Initial Fut:	33	2932	11	192	2612	516	940	194	17	22	172	252
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:	33	2932	11	192	2612	516	940	194	17	22	172	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	2932	11	192	2612	516	940	194	17	22	172	252
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:	33	2932	11	192	2612	516	940	194	17	22	172	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.99	0.01	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1900	6891	25	1900	6916	1729	5253	1805	1900	1900	3458	3458
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.43	0.10	0.38	0.30	0.18	0.11	0.01	0.01	0.05	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.03	0.50	0.50	0.12	0.60	0.60	0.21	0.21	0.21	0.09	0.09	0.09
Volume/Cap:	0.63	0.85	0.85	0.85	0.63	0.50	0.85	0.51	0.04	0.14	0.58	0.85
Delay/Veh:	71.2	23.6	23.6	67.4	13.4	11.7	43.0	35.0	31.4	42.6	45.1	57.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.2	23.6	23.6	67.4	13.4	11.7	43.0	35.0	31.4	42.6	45.1	57.6
LOS by Move:	E	C	C	E	B	B	D	D	C	D	D	E
HCM2kAvgQ:	2	24	24	8	15	10	13	6	0	1	4	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.8
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	4	2678	8	60	2396	7	6	9	3	38	12	102
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	2843	8	64	2543	7	6	10	3	40	13	108
Added Vol:	0	44	0	0	13	0	0	0	0	0	0	0
Committed P:	0	14	1	0	12	0	0	0	0	0	0	0
Initial Fut:	4	2901	9	64	2568	7	6	10	3	40	13	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	2901	9	64	2568	7	6	10	3	40	13	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2901	9	64	2568	7	6	10	3	40	13	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2901	9	64	2568	7	6	10	3	40	13	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	0.40	0.60	1.00	1.00	0.11	0.89
Final Sat.:	1900	6893	23	1900	5187	1900	760	1140	1900	1900	200	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.03	0.50	0.00	0.01	0.01	0.00	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.77	0.77	0.06	0.83	0.83	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.60	0.55	0.55	0.55	0.60	0.00	0.08	0.08	0.02	0.20	0.60	0.60
Delay/Veh:	142.7	4.6	4.6	50.8	3.1	1.5	40.4	40.4	40.0	41.2	47.4	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.7	4.6	4.6	50.8	3.1	1.5	40.4	40.4	40.0	41.2	47.4	47.4
LOS by Move:	F	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	10	10	3	10	0	0	0	0	1	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.5
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	317	2653	0	0	2559	49	26	0	486	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	336	2816	0	0	2716	52	28	0	516	0	0	0
Added Vol:	11	44	0	0	13	0	0	0	3	0	0	0
Committed P:	13	17	0	0	14	0	0	0	14	0	0	0
Initial Fut:	360	2877	0	0	2743	52	28	0	533	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:	360	2877	0	0	2743	52	28	0	533	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	2877	0	0	2743	52	28	0	533	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:	360	2877	0	0	2743	52	28	0	533	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.94	0.06	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5090	97	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.00	0.00	0.54	0.54	0.01	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.84	0.00	0.00	0.71	0.71	0.08	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.76	0.50	0.00	0.00	0.76	0.76	0.18	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	49.0	2.3	0.0	0.0	10.1	10.1	43.4	0.0	41.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	2.3	0.0	0.0	10.1	10.1	43.4	0.0	41.9	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	7	7	0	0	21	21	1	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.779
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 13.2
Optimal Cycle: 61 | Level Of Service: B

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	64	2852	7	85	2743	165	179	81	26	7	68	30
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	68	3027	7	90	2912	175	190	86	28	7	72	32
Added Vol:	0	56	0	0	17	0	0	0	0	0	0	0
Committed P:	6	35	0	0	35	0	0	0	15	0	0	0
Initial Fut:	74	3118	7	90	2964	175	190	86	43	7	72	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:	74	3118	7	90	2964	175	190	86	43	7	72	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	3118	7	90	2964	175	190	86	43	7	72	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:	74	3118	7	90	2964	175	190	86	43	7	72	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.69	0.31
Final Sat.:	1900	6900	16	1900	5187	1900	3686	1900	1900	1900	1318	582
Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.45	0.05	0.57	0.09	0.05	0.05	0.02	0.00	0.05	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.05	0.71	0.71	0.07	0.73	0.73	0.07	0.07	0.07	0.07	0.07	0.07
Volume/Cap:	0.78	0.64	0.64	0.64	0.78	0.13	0.78	0.68	0.34	0.06	0.78	0.78
Delay/Veh:	79.7	8.0	8.0	54.3	9.4	4.0	60.7	60.1	46.2	43.6	70.5	70.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	8.0	8.0	54.3	9.4	4.0	60.7	60.1	46.2	43.6	70.5	70.5
LOS by Move:	E	A	A	D	A	A	E	E	D	D	E	E
HCM2kAvgQ:	4	14	14	4	22	2	5	4	2	0	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.772
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 28.9
Optimal Cycle: 59 | Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	50	1789	209	559	1808	328	759	396	3	142	400	147
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	53	1899	222	593	1919	348	806	420	3	151	425	156
Added Vol:	0	56	0	0	17	0	0	6	0	0	2	0
Committed P:	0	47	0	0	53	0	0	0	0	0	0	0
Initial Fut:	53	2002	222	593	1989	348	806	426	3	151	427	156
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:	53	2002	222	593	1989	348	806	426	3	151	427	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	2002	222	593	1989	348	806	426	3	151	427	156
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:	53	2002	222	593	1989	348	806	426	3	151	427	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.60	0.40	2.00	3.00	1.00	3.00	1.99	0.01	2.00	3.00	1.00
Final Sat.:	1900	6226	690	3686	5187	1900	5529	3583	27	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.16	0.38	0.18	0.15	0.12	0.12	0.04	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.42	0.42	0.21	0.58	0.58	0.19	0.22	0.22	0.08	0.11	0.11
Volume/Cap:	0.66	0.77	0.77	0.77	0.66	0.31	0.77	0.54	0.54	0.54	0.77	0.77
Delay/Veh:	65.4	26.4	26.4	42.2	14.7	10.8	42.1	35.3	35.3	46.7	50.1	60.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.4	26.4	26.4	42.2	14.7	10.8	42.1	35.3	35.3	46.7	50.1	60.0
LOS by Move:	E	C	C	D	B	B	D	D	D	D	D	E
HCM2kAvgQ:	3	18	18	11	16	5	10	7	7	3	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.507
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 9.8
Optimal Cycle: 28 | Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	1539	42	60	1370	49	38	44	13	19	68	77
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	1634	45	64	1454	52	40	47	14	20	72	82
Added Vol:	0	56	0	0	17	0	0	0	0	0	0	0
Committed P:	2	47	10	0	53	0	0	0	5	12	0	0
Initial Fut:	10	1737	55	64	1524	52	40	47	19	32	72	82
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:	10	1737	55	64	1524	52	40	47	19	32	72	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1737	55	64	1524	52	40	47	19	32	72	82
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:	10	1737	55	64	1524	52	40	47	19	32	72	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.38	0.44	0.18	0.17	0.39	0.44
Final Sat.:	1900	5029	158	1900	5187	1900	724	838	337	328	737	835
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.03	0.29	0.03	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.68	0.68	0.07	0.73	0.73	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.40	0.51	0.51	0.51	0.40	0.04	0.29	0.29	0.29	0.51	0.51	0.51
Delay/Veh:	58.7	7.9	7.9	48.5	5.1	3.7	34.9	34.9	34.9	37.3	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	7.9	7.9	48.5	5.1	3.7	34.9	34.9	34.9	37.3	37.3	37.3
LOS by Move:	E	A	A	D	A	A	C	C	C	D	D	D
HCM2kAvgQ:	1	10	10	3	7	0	3	3	3	6	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.618
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 2.8
Optimal Cycle: 34 | Level Of Service: A

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	2834	0	0	1183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Initial Bse:	0	0	0	0	0	0	0	3008	0	0	1256	0
Added Vol:	0	0	0	22	0	46	73	-67	0	0	-24	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	46	73	2941	0	0	1232	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	22	0	46	73	2941	0	0	1232	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	0	46	73	2941	0	0	1232	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	22	0	46	73	2941	0	0	1232	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.02	0.57	0.00	0.00	0.24	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.02	0.00	0.02	0.07	0.92	0.00	0.00	0.85	0.85
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.62	0.28	0.62	0.00	0.00	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	49.8	0.0	63.2	44.6	1.0	0.0	0.0	1.6	1.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	49.8	0.0	63.2	44.6	1.0	0.0	0.0	1.6	1.2
LOS by Move:	A	A	A	D	A	E	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	2	1	7	0	0	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Scenario Report

Scenario:	TPO 2015 Phase 1 PM HCM
Command:	TPO 2015 Phase 1 PM HCM
Volume:	Existing+Commited PM
Geometry:	2015 Bluff to 16th HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Phase 1 PM
Trip Distribution:	Phase 1 Only
Paths:	Bluff to 16th
Routes:	Default Route
Configuration:	2015 HCM

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.8
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	117	1215	55	48	1513	205	293	135	187	121	178	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1215	55	48	1513	205	293	135	187	121	178	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	26	69	0	0	62	6	19	0	41	0	0	0
Initial Fut:	143	1284	55	48	1575	211	312	135	228	121	178	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1284	55	48	1575	211	312	135	228	121	178	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1284	55	48	1575	211	312	135	228	121	178	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1284	55	48	1575	211	312	135	228	121	178	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	1900	5187	1900	1900	5187	1900	3686	1900	1900	1900	2975	635
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.03	0.03	0.30	0.11	0.08	0.07	0.12	0.06	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.56	0.56	0.06	0.50	0.50	0.18	0.20	0.20	0.10	0.12	0.12
Volume/Cap:	0.61	0.44	0.05	0.44	0.61	0.22	0.48	0.36	0.61	0.61	0.48	0.48
Delay/Veh:	46.3	12.8	9.9	48.4	18.6	14.4	37.7	35.4	39.7	48.4	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	12.8	9.9	48.4	18.6	14.4	37.7	35.4	39.7	48.4	41.6	41.6
LOS by Move:	D	B	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	8	1	2	13	4	5	4	7	5	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.681
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 5.2
Optimal Cycle: 40 | Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	37	8	29	32	2	18	44	1170	19	53	2788	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	37	8	29	32	2	18	47	1242	20	56	2959	28
Added Vol:	0	0	0	0	0	0	0	24	0	0	14	0
Committed P:	0	0	0	0	0	0	0	56	0	0	95	0
Initial Fut:	37	8	29	32	2	18	47	1322	20	56	3068	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	8	29	32	2	18	47	1322	20	56	3068	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	8	29	32	2	18	47	1322	20	56	3068	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	8	29	32	2	18	47	1322	20	56	3068	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.82	0.18	1.00	0.94	0.06	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1562	338	1900	1788	112	1900	1900	5109	78	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.26	0.26	0.03	0.59	0.01
Crit Moves:		****					****				****	
Green/Cycle:	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.81	0.81	0.09	0.87	0.87
Volume/Cap:	0.68	0.68	0.44	0.51	0.51	0.27	0.68	0.32	0.32	0.32	0.68	0.02
Delay/Veh:	72.9	72.9	51.9	54.2	54.2	49.3	72.0	2.4	2.4	43.4	2.5	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.9	72.9	51.9	54.2	54.2	49.3	72.0	2.4	2.4	43.4	2.5	0.9
LOS by Move:	E	E	D	D	D	D	E	A	A	D	A	A
HCM2kAvgQ:	3	3	1	2	2	1	3	4	4	2	12	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.691
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 5.0
Optimal Cycle: 41 | Level Of Service: A

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	21	0	28	88	1	8	16	1279	10	23	2645	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	0	28	88	1	8	17	1358	11	24	2808	140
Added Vol:	0	0	0	0	0	0	0	24	0	0	14	0
Committed P:	0	0	0	0	0	0	0	56	0	0	95	0
Initial Fut:	21	0	28	88	1	8	17	1438	11	24	2917	140
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:	21	0	28	88	1	8	17	1438	11	24	2917	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	28	88	1	8	17	1438	11	24	2917	140
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:	21	0	28	88	1	8	17	1438	11	24	2917	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.91	0.01	0.08	1.00	2.98	0.02	1.00	2.86	0.14
Final Sat.:	1900	0	1900	1724	20	157	1900	5149	38	1900	4949	238
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.05	0.05	0.01	0.28	0.28	0.01	0.59	0.59
Crit Moves:					****		****				****	
Green/Cycle:	0.07	0.00	0.07	0.07	0.07	0.07	0.01	0.83	0.83	0.04	0.85	0.85
Volume/Cap:	0.15	0.00	0.20	0.69	0.69	0.69	0.69	0.34	0.34	0.34	0.69	0.69
Delay/Veh:	43.9	0.0	44.2	58.9	58.9	58.9	109.2	2.1	2.1	49.6	3.1	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	0.0	44.2	58.9	58.9	58.9	109.2	2.1	2.1	49.6	3.1	3.1
LOS by Move:	D	A	D	E	E	E	F	A	A	D	A	A
HCM2kAvgQ:	1	0	1	4	4	4	2	4	4	1	13	13

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #8 W. Coast Hwy/Superior Ave

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 47 Level Of Service: C

****

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	254	208	78	228	243	710	274	1047	258	240	1968	172
Added Vol:	6	0	0	0	0	-67	-25	10	3	0	18	0
Committed P:	0	8	1	0	14	55	32	36	3	0	67	0
Initial Fut:	260	216	79	228	257	698	281	1093	264	240	2053	172
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:	260	216	79	228	257	698	281	1093	264	240	2053	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	216	79	228	257	698	281	1093	264	240	2053	172
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:	260	216	79	228	257	698	281	1093	264	240	2053	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.40	1.17	0.43	1.41	1.59	2.00	2.00	3.00	1.00	1.00	3.69	0.31
Final Sat.:	2537	2107	771	2546	2869	3344	3686	5187	1900	1900	6381	535
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.09	0.09	0.21	0.08	0.21	0.14	0.13	0.32	0.32
Crit Moves:			****			****	****				****	
Green/Cycle:	0.15	0.15	0.15	0.19	0.19	0.30	0.11	0.36	0.36	0.22	0.47	0.47
Volume/Cap:	0.69	0.69	0.69	0.46	0.46	0.69	0.69	0.58	0.38	0.58	0.69	0.69
Delay/Veh:	42.9	42.9	42.9	36.1	36.1	32.7	47.7	26.3	24.0	37.2	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	42.9	42.9	36.1	36.1	32.7	47.7	26.3	24.0	37.2	21.5	21.5
LOS by Move:	D	D	D	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	7	7	7	5	5	12	6	10	6	7	15	15

****

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #9 Newport Blvd/W. Coast Hwy

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 37 Level Of Service: B

****

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Initial Bse:	0	0	0	586	0	393	0	1339	169	0	1935	517
Added Vol:	0	0	0	0	0	0	0	10	0	0	18	0
Committed P:	0	0	0	44	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	630	0	412	0	1425	176	0	1979	517
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	630	0	412	0	1425	0	0	1979	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	630	0	412	0	1425	0	0	1979	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	630	0	412	0	1425	0	0	1979	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.22	0.00	0.39	0.00	0.00	0.38	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.61	0.00	0.00	0.61	0.00
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.65	0.00	0.65	0.00	0.00	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	27.2	0.0	30.8	0.0	13.5	0.0	0.0	12.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.2	0.0	30.8	0.0	13.5	0.0	0.0	12.9	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	11	0	15	0	0	14	0

****

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.728
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 14.0
Optimal Cycle: 46 | Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	10	11	2	98	2	404	244	1373	5	11	2155	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	10	11	2	98	2	404	259	1457	5	12	2288	74
Added Vol:	0	0	0	0	0	0	0	10	0	0	18	0
Committed P:	0	0	0	2	0	0	0	138	0	0	139	3
Initial Fut:	10	11	2	100	2	404	259	1605	5	12	2445	77
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:	10	11	2	100	2	404	259	1605	5	12	2445	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	404	259	1605	5	12	2445	77
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:	10	11	2	100	2	404	259	1605	5	12	2445	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	826	909	165	1863	37	1900	1900	3598	12	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.21	0.14	0.45	0.45	0.01	0.47	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.29	0.19	0.82	0.82	0.01	0.65	0.65
Volume/Cap:	0.12	0.12	0.12	0.51	0.51	0.73	0.73	0.54	0.54	0.54	0.73	0.06
Delay/Veh:	40.8	40.8	40.8	44.6	44.6	36.6	45.6	3.0	3.0	74.4	12.6	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	40.8	40.8	44.6	44.6	36.6	45.6	3.0	3.0	74.4	12.6	6.5
LOS by Move:	D	D	D	D	D	D	D	A	A	E	B	A
HCM2kAvgQ:	1	1	1	4	4	12	9	9	9	1	19	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.628
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 6.2
Optimal Cycle: 35 | Level Of Service: A

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1	2	55	0	27	100	1461	21	0	2367	55
Added Vol:	0	0	0	0	0	12	7	3	0	0	6	0
Committed P:	0	0	0	0	0	0	0	140	0	0	143	0
Initial Fut:	0	1	2	55	0	39	107	1604	21	0	2516	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	55	0	39	107	1604	21	0	2516	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	39	107	1604	21	0	2516	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	55	0	39	107	1604	21	0	2516	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.33	0.67	0.59	0.00	0.41	1.00	1.97	0.03	0.00	3.00	1.00
Final Sat.:	0	633	1267	1112	0	788	1900	3563	47	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.06	0.45	0.45	0.00	0.49	0.03
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.08	0.08	0.08	0.00	0.08	0.09	0.86	0.86	0.00	0.77	0.77
Volume/Cap:	0.00	0.02	0.02	0.63	0.00	0.63	0.63	0.52	0.52	0.00	0.63	0.04
Delay/Veh:	0.0	42.6	42.6	52.9	0.0	52.9	51.2	1.9	1.9	0.0	5.4	2.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.6	42.6	52.9	0.0	52.9	51.2	1.9	1.9	0.0	5.4	2.7
LOS by Move:	A	D	D	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	4	7	7	0	13	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.768
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 22.1
Optimal Cycle: 59 | Level Of Service: C

Street Name:	Dover Drive									W. Coast Highway					
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected				
Rights:	Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0		
Lanes:	1	0	1	1	0	3	0	1	0	1	2	0	2	1	0
Volume Module:															
Base Vol:	35	42	41			918	61	119			145	1270	25		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.06	1.06	1.06		
Initial Bse:	35	42	41			918	61	119			154	1348	27		
Added Vol:	0	0	0			0	0	0			0	3	0		
Committed P:	0	0	0			3	0	23			34	132	0		
Initial Fut:	35	42	41			921	61	142			188	1483	27		
User Adj:	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		
PHF Volume:	35	42	41			921	61	142			188	1483	27		
Reduct Vol:	0	0	0			0	0	0			0	0	0		
Reduced Vol:	35	42	41			921	61	142			188	1483	27		
PCE Adj:	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		
FinalVolume:	35	42	41			921	61	142			188	1483	27		
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	0.95	0.95			0.97	1.00	1.00			0.97	0.91	0.91		
Lanes:	1.00	1.01	0.99			3.00	1.00	1.00			2.00	2.95	0.05		
Final Sat.:	1900	1827	1783			5529	1900	1900			3686	5096	91		
Capacity Analysis Module:															
Vol/Sat:	0.02	0.02	0.02			0.17	0.03	0.07			0.05	0.29	0.29		
Crit Moves:			****			****					****				
Green/Cycle:	0.03	0.03	0.03			0.22	0.22	0.22			0.07	0.61	0.61		
Volume/Cap:	0.62	0.77	0.77			0.77	0.15	0.34			0.77	0.47	0.47		
Delay/Veh:	66.5	75.9	75.9			39.9	31.9	33.7			59.6	10.6	10.6		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	66.5	75.9	75.9			39.9	31.9	33.7			59.6	10.6	10.6		
LOS by Move:	E	E	E			D	C	C			E	B	B		
HCM2kAvgQ:	2	3	3			11	2	4			5	9	9		

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.555
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 14.6
Optimal Cycle: 35 | Level Of Service: B

Street Name:	Magnolia Street									Pacific Coast Highway					
Approach:	North Bound				South Bound				East Bound				West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected				
Rights:	Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0		
Lanes:	1	0	0	1	0	1	1	0	0	1	1	0	3	0	1
Volume Module:															
Base Vol:	10	22	15			101	30	152			137	885	17		
Growth Adj:	1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06		
Initial Bse:	11	23	16			107	32	161			145	939	18		
Added Vol:	0	0	0			12	0	0			0	6	0		
Committed P:	0	0	0			11	0	0			0	31	0		
Initial Fut:	11	23	16			130	32	161			145	976	18		
User Adj:	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		
PHF Volume:	11	23	16			130	32	161			145	976	18		
Reduct Vol:	0	0	0			0	0	0			0	0	0		
Reduced Vol:	11	23	16			130	32	161			145	976	18		
PCE Adj:	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		
FinalVolume:	11	23	16			130	32	161			145	976	18		
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.06	1.06	1.06			1.06	1.06	1.06			1.06	0.97	1.06		
Lanes:	1.00	0.59	0.41			1.61	0.39	1.00			1.00	3.00	1.00		
Final Sat.:	2019	1200	818			3244	793	2019			2019	5511	2019		
Capacity Analysis Module:															
Vol/Sat:	0.01	0.02	0.02			0.04	0.04	0.08			0.07	0.18	0.01		
Crit Moves:			****					****			****				
Green/Cycle:	0.04	0.04	0.04			0.14	0.14	0.14			0.13	0.68	0.68		
Volume/Cap:	0.15	0.55	0.55			0.28	0.28	0.55			0.55	0.26	0.01		
Delay/Veh:	47.8	56.8	56.8			38.4	38.4	42.1			43.4	6.3	5.2		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	47.8	56.8	56.8			38.4	38.4	42.1			43.4	6.3	5.2		
LOS by Move:	D	E	E			D	D	D			D	A	A		
HCM2kAvgQ:	0	2	2			2	2	5			5	4	0		

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.637
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 16.3
Optimal Cycle: 42 | Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	8	23	17	324	6	179	182	797	2	13	1871	757
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	24	18	344	6	190	193	846	2	14	1986	804
Added Vol:	0	0	0	6	0	0	0	18	0	0	10	3
Committed P:	0	0	0	14	0	0	0	42	0	0	71	24
Initial Fut:	8	24	18	364	6	190	193	906	2	14	2067	831
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:	8	24	18	364	6	190	193	906	2	14	2067	831
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	24	18	364	6	190	193	906	2	14	2067	831
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:	8	24	18	364	6	190	193	906	2	14	2067	831
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.58	0.42	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1161	858	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.09	0.00	0.09	0.10	0.16	0.00	0.01	0.38	0.41
Crit Moves:		****				****	****				****	
Green/Cycle:	0.03	0.03	0.03	0.15	0.15	0.15	0.15	0.71	0.71	0.03	0.59	0.74
Volume/Cap:	0.13	0.64	0.64	0.63	0.02	0.64	0.64	0.23	0.00	0.23	0.64	0.56
Delay/Veh:	47.8	66.4	66.4	42.2	36.5	44.6	44.4	5.1	4.2	49.4	13.9	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	66.4	66.4	42.2	36.5	44.6	44.4	5.1	4.2	49.4	13.9	6.4
LOS by Move:	D	E	E	D	D	D	D	A	A	D	B	A
HCM2kAvgQ:	0	2	2	6	0	7	7	4	0	1	16	12

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.465
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 20.2
Optimal Cycle: 26 | Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	590	911	1230	0	765	36	77	233	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	626	967	1306	0	812	38	82	247	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	626	967	1306	0	812	38	82	247	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	626	967	0	0	812	38	82	247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	626	967	0	0	812	38	82	247	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	626	967	0	0	812	38	82	247	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.57	2.43	1.00	0.00	2.87	0.13	1.00	1.00	0.00
Final Sat.:	0	0	0	2718	4198	1900	0	4954	233	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.00	0.00	0.16	0.16	0.04	0.13	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.35	0.35	0.09	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.47	0.47	0.00	0.00	0.47	0.47	0.47	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	16.7	16.7	0.0	0.0	25.3	25.3	45.0	17.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.7	16.7	0.0	0.0	25.3	25.3	45.0	17.9	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	9	9	0	0	8	8	3	5	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.566
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 24.2
Optimal Cycle: 31 | Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	109	907	92	0	0	0	734	601	0	0	202	203
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	116	963	98	0	0	0	779	638	0	0	214	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	963	98	0	0	0	779	638	0	0	214	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	963	98	0	0	0	779	638	0	0	214	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	963	98	0	0	0	779	638	0	0	214	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	963	98	0	0	0	779	638	0	0	214	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.32	2.68	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	556	4631	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.05	0.00	0.00	0.00	0.21	0.18	0.00	0.00	0.11	0.11
Crit Moves:		****					****				****	
Green/Cycle:	0.37	0.37	0.37	0.00	0.00	0.00	0.37	0.57	0.00	0.00	0.20	0.20
Volume/Cap:	0.57	0.57	0.14	0.00	0.00	0.00	0.57	0.31	0.00	0.00	0.57	0.57
Delay/Veh:	25.7	25.7	21.2	0.0	0.0	0.0	25.4	11.2	0.0	0.0	38.1	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	25.7	21.2	0.0	0.0	0.0	25.4	11.2	0.0	0.0	38.1	38.2
LOS by Move:	C	C	C	A	A	A	C	B	A	A	D	D
HCM2kAvgQ:	10	10	2	0	0	0	10	5	0	0	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.818
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 24.8
Optimal Cycle: 70 | Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	65	2649	38	202	3114	757	731	171	33	54	321	152
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	69	2812	40	214	3306	804	776	182	35	57	341	161
Added Vol:	0	27	0	0	48	0	0	0	0	0	0	0
Committed P:	0	21	0	0	31	0	0	0	11	0	0	0
Initial Fut:	69	2860	40	214	3385	804	776	182	46	57	341	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	2860	40	214	3385	804	776	182	46	57	341	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	2860	40	214	3385	804	776	182	46	57	341	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	2860	40	214	3385	804	776	182	46	57	341	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.94	0.06	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.71	1.29
Final Sat.:	1900	6820	96	1900	6916	1729	5253	1805	1900	1900	4694	2222
Capacity Analysis Module:												
Vol/Sat:	0.04	0.42	0.42	0.11	0.49	0.46	0.15	0.10	0.02	0.03	0.07	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.04	0.51	0.51	0.14	0.61	0.61	0.18	0.18	0.18	0.09	0.09	0.09
Volume/Cap:	0.81	0.82	0.82	0.82	0.81	0.77	0.82	0.56	0.13	0.34	0.82	0.82
Delay/Veh:	88.8	22.0	22.0	59.8	16.2	15.2	44.0	37.7	34.6	44.0	53.2	53.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.8	22.0	22.0	59.8	16.2	15.2	44.0	37.7	34.6	44.0	53.2	53.2
LOS by Move:	F	C	C	E	B	B	D	D	C	D	D	D
HCM2kAvgQ:	4	22	22	9	24	21	11	6	1	2	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.756
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 7.8
Optimal Cycle: 50 | Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	7	2542	55	142	3061	62	18	23	14	33	15	95
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	7	2698	58	151	3249	66	19	24	15	35	16	101
Added Vol:	0	27	0	0	48	0	0	0	0	0	0	0
Committed P:	0	25	0	0	48	0	0	0	0	0	0	0
Initial Fut:	7	2750	58	151	3345	66	19	24	15	35	16	101
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:	7	2750	58	151	3345	66	19	24	15	35	16	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	2750	58	151	3345	66	19	24	15	35	16	101
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:	7	2750	58	151	3345	66	19	24	15	35	16	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.92	0.08	1.00	3.00	1.00	0.44	0.56	1.00	1.00	0.14	0.86
Final Sat.:	1900	6772	144	1900	5187	1900	834	1066	1900	1900	259	1641
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.08	0.64	0.03	0.02	0.02	0.01	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.72	0.72	0.14	0.85	0.85	0.08	0.08	0.08	0.08	0.08	0.08
Volume/Cap:	0.76	0.57	0.57	0.57	0.76	0.04	0.28	0.28	0.10	0.23	0.76	0.76
Delay/Veh:	198.4	6.8	6.8	42.9	3.8	1.1	44.2	44.2	42.8	43.7	63.9	63.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	198.4	6.8	6.8	42.9	3.8	1.1	44.2	44.2	42.8	43.7	63.9	63.9
LOS by Move:	F	A	A	D	A	A	D	D	D	D	E	E
HCM2kAvgQ:	1	11	11	5	17	0	2	2	0	1	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.047
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 36.0
Optimal Cycle: 180 | Level Of Service: D

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	771	2633	0	0	3354	53	131	0	570	0	0	0
Added Vol:	7	27	0	0	48	0	0	0	12	0	0	0
Committed P:	27	28	0	0	51	0	0	0	50	0	0	0
Initial Fut:	805	2688	0	0	3453	53	131	0	632	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:	805	2688	0	0	3453	53	131	0	632	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	805	2688	0	0	3453	53	131	0	632	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:	805	2688	0	0	3453	53	131	0	632	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.95	0.05	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5108	79	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.39	0.00	0.00	0.68	0.68	0.07	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.21	0.85	0.00	0.00	0.65	0.65	0.07	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	1.05	0.45	0.00	0.00	1.05	1.05	1.05	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	84.9	1.8	0.0	0.0	47.3	47.3	140.4	0.0	34.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.9	1.8	0.0	0.0	47.3	47.3	140.4	0.0	34.7	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D	D	F	A	C	A	A	A
HCM2kAvgQ:	20	6	0	0	52	52	8	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.061
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 39.0
Optimal Cycle: 180 | Level Of Service: D

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	118	2892	16	133	3731	153	266	80	51	19	132	23
Added Vol:	0	34	0	0	61	0	0	0	0	0	0	0
Committed P:	14	68	0	0	111	0	0	0	21	0	0	0
Initial Fut:	132	2994	16	133	3903	153	266	80	72	19	132	23
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:	132	2994	16	133	3903	153	266	80	72	19	132	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	2994	16	133	3903	153	266	80	72	19	132	23
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:	132	2994	16	133	3903	153	266	80	72	19	132	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1900	6879	37	1900	5187	1900	3686	1900	1900	1900	1614	286
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.44	0.07	0.75	0.08	0.07	0.04	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.67	0.67	0.11	0.71	0.07	0.07	0.07	0.07	0.08	0.08	0.08
Volume/Cap:	1.06	0.65	0.65	0.65	1.06	0.11	1.06	0.61	0.56	0.13	1.06	1.06
Delay/Veh:	144.6	10.1	10.1	50.2	48.6	4.6	120.3	53.9	50.4	43.4	138	137.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	144.6	10.1	10.1	50.2	48.6	4.6	120.3	53.9	50.4	43.4	138	137.7
LOS by Move:	F	B	B	D	D	A	F	D	D	D	F	F
HCM2kAvgQ:	8	15	15	5	59	1	8	3	3	1	9	9

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.846
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 32.7
Optimal Cycle: 78 | Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	63	1820	169	714	2315	347	707	393	22	276	485	201
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	67	1932	179	758	2457	368	750	417	23	293	515	213
Added Vol:	0	34	0	0	61	0	0	3	0	0	6	0
Committed P:	0	67	0	0	51	0	0	0	0	0	0	0
Initial Fut:	67	2033	179	758	2569	368	750	420	23	293	521	213
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:	67	2033	179	758	2569	368	750	420	23	293	521	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	2033	179	758	2569	368	750	420	23	293	521	213
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:	67	2033	179	758	2569	368	750	420	23	293	521	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.68	0.32	2.00	3.00	1.00	3.00	1.89	0.11	2.00	3.00	1.00
Final Sat.:	1900	6355	561	3686	5187	1900	5529	3420	190	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.21	0.50	0.19	0.14	0.12	0.12	0.08	0.10	0.11
Crit Moves:	****				****		****					****
Green/Cycle:	0.04	0.38	0.38	0.25	0.59	0.59	0.16	0.18	0.18	0.12	0.13	0.13
Volume/Cap:	0.85	0.84	0.84	0.84	0.85	0.33	0.85	0.69	0.69	0.69	0.76	0.85
Delay/Veh:	101.0	30.6	30.6	42.8	19.4	10.8	48.4	41.7	41.7	47.3	46.6	64.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.0	30.6	30.6	42.8	19.4	10.8	48.4	41.7	41.7	47.3	46.6	64.8
LOS by Move:	F	C	C	D	B	B	D	D	D	D	D	E
HCM2kAvgQ:	4	19	19	14	26	6	10	8	8	6	7	9

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.564
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 8.2
Optimal Cycle: 31 | Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	1402	50	85	2084	29	36	48	21	20	37	59
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	1488	53	90	2212	31	38	51	22	21	39	63
Added Vol:	0	34	0	0	61	0	0	0	0	0	0	0
Committed P:	3	67	12	0	51	0	0	0	5	9	0	0
Initial Fut:	24	1589	65	90	2324	31	38	51	27	30	39	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1589	65	90	2324	31	38	51	27	30	39	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1589	65	90	2324	31	38	51	27	30	39	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1589	65	90	2324	31	38	51	27	30	39	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	1.00	3.00	1.00	0.33	0.44	0.23	0.23	0.30	0.47
Final Sat.:	1900	4983	204	1900	5187	1900	623	831	445	435	565	901
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.05	0.45	0.02	0.06	0.06	0.06	0.07	0.07	0.07
Crit Moves:	****				****						****	
Green/Cycle:	0.02	0.71	0.71	0.11	0.79	0.79	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.56	0.45	0.45	0.45	0.56	0.02	0.50	0.50	0.50	0.56	0.56	0.56
Delay/Veh:	64.6	6.2	6.2	43.6	4.0	2.2	42.6	42.6	42.6	44.5	44.5	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	6.2	6.2	43.6	4.0	2.2	42.6	42.6	42.6	44.5	44.5	44.5
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	8	8	3	10	0	4	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 with Phase 1 Project - TPO Analysis
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.639
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 3.3
Optimal Cycle: 36 | Level Of Service: A

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1487	0	0	2818	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Initial Bse:	0	0	0	0	0	0	0	1578	0	0	2991	0
Added Vol:	0	0	0	14	0	80	49	-25	0	0	-67	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	80	49	1553	0	0	2924	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	80	49	1553	0	0	2924	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	80	49	1553	0	0	2924	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	14	0	80	49	1553	0	0	2924	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.30	0.00	0.00	0.56	0.01
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.04	0.00	0.04	0.02	0.90	0.00	0.00	0.88	0.88
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.64	0.64	0.33	0.00	0.00	0.64	0.01
Delay/Veh:	0.0	0.0	0.0	46.8	0.0	58.1	65.3	0.7	0.0	0.0	1.9	0.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.8	0.0	58.1	65.3	0.7	0.0	0.0	1.9	0.7
LOS by Move:	A	A	A	D	A	E	E	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	3	2	3	0	0	10	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Scenario Report

Scenario:	CEQA 2015 w/o Project AM HCM
Command:	CEQA 2015 w/o Project AM HCM
Volume:	Existing+Commited AM
Geometry:	2015 Planned HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Cumulative AM
Trip Distribution:	Cumulative
Paths:	None
Routes:	Default Route
Configuration:	2015 HCM

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 33 Level Of Service: C

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	129	1373	96	56	1066	368	197	124	199	65	224	28
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1457	102	59	1132	391	197	124	199	65	224	28
Added Vol:	6	6	2	8	13	0	0	1	2	10	0	3
Committed P:	23	49	0	0	64	10	12	0	9	0	1	0
Initial Fut:	166	1512	104	67	1209	401	209	125	210	75	225	31
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:	166	1512	104	67	1209	401	209	125	210	75	225	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1512	104	67	1209	401	209	125	210	75	225	31
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:	166	1512	104	67	1209	401	209	125	210	75	225	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.76	0.24
Final Sat.:	1900	5187	1900	1900	5187	1900	3686	1900	1900	1900	3173	437
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.05	0.04	0.23	0.21	0.06	0.07	0.11	0.04	0.07	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.17	0.56	0.56	0.07	0.46	0.46	0.13	0.21	0.21	0.08	0.16	0.16
Volume/Cap:	0.51	0.52	0.10	0.52	0.51	0.46	0.44	0.31	0.52	0.52	0.44	0.44
Delay/Veh:	38.9	13.7	10.2	48.6	19.3	18.9	40.9	33.6	36.0	47.7	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	13.7	10.2	48.6	19.3	18.9	40.9	33.6	36.0	47.7	38.4	38.4
LOS by Move:	D	B	B	D	B	B	D	C	D	D	D	D
HCM2kAvgQ:	5	11	1	3	10	8	4	3	6	3	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 53 Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	49	1	70	40	2	19	11	3095	10	43	870	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	49	1	70	40	2	19	12	3285	11	46	924	18
Added Vol:	0	0	0	0	0	4	4	105	0	0	148	0
Committed P:	0	0	0	0	0	0	0	62	0	0	37	0
Initial Fut:	49	1	70	40	2	23	16	3452	11	46	1109	18
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:	49	1	70	40	2	23	16	3452	11	46	1109	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1	70	40	2	23	16	3452	11	46	1109	18
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:	49	1	70	40	2	23	16	3452	11	46	1109	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.98	0.02	1.00	0.95	0.05	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1862	38	1900	1810	90	1900	1900	5171	16	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.02	0.02	0.01	0.01	0.67	0.67	0.02	0.21	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.05	0.05	0.05	0.05	0.05	0.05	0.03	0.86	0.86	0.03	0.86	0.86
Volume/Cap:	0.55	0.55	0.77	0.46	0.46	0.25	0.25	0.77	0.77	0.77	0.25	0.01
Delay/Veh:	53.9	53.9	80.4	50.1	50.1	47.4	49.2	3.8	3.8	94.6	1.3	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	53.9	80.4	50.1	50.1	47.4	49.2	3.8	3.8	94.6	1.3	1.0
LOS by Move:	D	D	F	D	D	D	D	A	A	F	A	A
HCM2kAvgQ:	2	2	4	2	2	1	1	18	18	3	2	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 49 Level Of Service: B

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	19	0	33	267	0	7	17	2490	5	26	1112	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	19	0	33	267	0	7	18	2643	5	28	1180	36
Added Vol:	0	0	0	9	0	2	2	103	0	0	146	3
Committed P:	0	0	0	0	0	0	0	62	0	0	37	0
Initial Fut:	19	0	33	276	0	9	20	2808	5	28	1363	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	33	276	0	9	20	2808	5	28	1363	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	33	276	0	9	20	2808	5	28	1363	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	0	33	276	0	9	20	2808	5	28	1363	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.97	0.00	0.03	1.00	2.99	0.01	1.00	2.92	0.08
Final Sat.:	1900	0	1900	1840	0	60	1900	5177	10	1900	5042	145
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.15	0.00	0.15	0.01	0.54	0.54	0.01	0.27	0.27
Crit Moves:				****				****		****		
Green/Cycle:	0.20	0.00	0.20	0.20	0.00	0.20	0.03	0.72	0.72	0.02	0.71	0.71
Volume/Cap:	0.05	0.00	0.09	0.75	0.00	0.75	0.38	0.75	0.75	0.75	0.38	0.38
Delay/Veh:	32.4	0.0	32.7	45.9	0.0	45.9	52.3	9.4	9.4	108.3	5.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	0.0	32.7	45.9	0.0	45.9	52.3	9.4	9.4	108.3	5.7	5.7
LOS by Move:	C	A	C	D	A	D	D	A	A	F	A	A
HCM2kAvgQ:	0	0	1	10	0	10	1	20	20	2	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 48 Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	168	266	114	170	165	247	753	2032	224	101	815	165
Added Vol:	9	0	0	24	0	21	21	83	10	0	120	13
Committed P:	1	6	0	0	3	12	24	49	0	0	42	0
Initial Fut:	178	272	114	194	168	280	798	2164	234	101	977	178
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:	178	272	114	194	168	280	798	2164	234	101	977	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	272	114	194	168	280	798	2164	234	101	977	178
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:	178	272	114	194	168	280	798	2164	234	101	977	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.41	0.59	1.61	1.39	2.00	2.00	3.00	1.00	1.00	3.39	0.61
Final Sat.:	1805	2544	1066	2902	2513	3344	3686	5187	1900	1900	5853	1063
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.07	0.07	0.08	0.22	0.42	0.12	0.05	0.17	0.17
Crit Moves:			****		****			****		****		
Green/Cycle:	0.15	0.15	0.15	0.10	0.10	0.47	0.38	0.60	0.60	0.08	0.29	0.29
Volume/Cap:	0.65	0.70	0.70	0.70	0.70	0.18	0.57	0.70	0.21	0.70	0.57	0.57
Delay/Veh:	41.5	42.9	42.9	48.1	48.1	15.1	25.2	14.7	9.4	59.3	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	42.9	42.9	48.1	48.1	15.1	25.2	14.7	9.4	59.3	30.4	30.4
LOS by Move:	D	D	D	D	D	B	C	B	A	E	C	C
HCM2kAvgQ:	7	7	7	5	5	3	10	17	3	4	9	9

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 78 Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Initial Bse:	0	0	0	383	0	288	0	2210	200	0	862	370
Added Vol:	0	0	0	18	0	2	0	106	0	0	131	6
Committed P:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	418	0	325	0	2328	204	0	1035	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	418	0	325	0	2328	0	0	1035	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	418	0	325	0	2328	0	0	1035	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	418	0	325	0	2328	0	0	1035	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.00	0.64	0.00	0.00	0.20	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.87	0.00	0.87	0.00	0.00	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	37.5	0.0	57.8	0.0	12.6	0.0	0.0	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.5	0.0	57.8	0.0	12.6	0.0	0.0	4.2	0.0
LOS by Move:	A	A	A	D	A	E	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	13	0	30	0	0	4	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 44 Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	1	77	4	304	331	2009	4	18	1193	71
Added Vol:	0	0	0	0	0	7	6	124	0	0	142	0
Committed P:	0	0	0	2	0	0	0	103	0	0	92	1
Initial Fut:	0	0	1	79	4	311	337	2236	4	18	1427	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	79	4	311	337	2236	4	18	1427	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	311	337	2236	4	18	1427	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	79	4	311	337	2236	4	18	1427	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1900	1808	92	1900	1900	3603	7	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.16	0.18	0.62	0.62	0.01	0.28	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.06	0.06	0.06	0.41	0.34	0.87	0.87	0.01	0.53	0.53
Volume/Cap:	0.00	0.00	0.01	0.72	0.72	0.40	0.51	0.72	0.72	0.72	0.51	0.07
Delay/Veh:	0.0	0.0	44.1	65.4	65.4	21.5	26.8	3.2	3.2	116.1	15.1	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	44.1	65.4	65.4	21.5	26.8	3.2	3.2	116.1	15.1	11.3
LOS by Move:	A	A	D	E	E	C	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	4	4	7	8	14	14	2	10	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 29.5
Optimal Cycle: 180 Level Of Service: C

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	33	1	14	45	2115	1	0	1295	37
Added Vol:	0	0	0	0	0	0	0	124	0	0	142	0
Committed P:	0	0	0	0	0	0	0	108	0	0	93	0
Initial Fut:	0	0	0	33	1	14	45	2347	1	0	1530	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	14	45	2347	1	0	1530	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	14	45	2347	1	0	1530	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	14	45	2347	1	0	1530	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	1.00	0.00	0.69	0.02	0.29	1.00	1.99	0.01	0.00	3.00	1.00
Final Sat.:	0	1900	0	1306	40	554	1900	3608	2	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.02	0.65	0.65	0.00	0.29	0.02
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.02	0.02	0.02	0.63	0.92	0.92	0.00	0.29	0.29
Volume/Cap:	0.00	0.00	0.00	1.03	1.03	1.03	0.04	0.71	0.71	0.00	1.03	0.07
Delay/Veh:	0.0	0.0	0.0	190.4	190	190.4	7.0	1.8	1.8	0.0	67.9	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	190.4	190	190.4	7.0	1.8	1.8	0.0	67.9	26.1
LOS by Move:	A	A	A	F	F	F	A	A	A	A	E	C
HCM2kAvgQ:	0	0	0	4	4	4	1	11	11	0	25	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 49 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	16	61	29	840	51	108	117	1912	25	42	1212	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	61	29	840	51	108	124	2030	27	45	1287	498
Added Vol:	3	0	0	44	0	7	9	112	3	0	133	102
Committed P:	0	0	0	9	0	18	10	93	0	0	91	7
Initial Fut:	19	61	29	893	51	133	143	2235	30	45	1511	607
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	19	61	29	893	51	133	143	2235	30	45	1511	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	61	29	893	51	133	143	2235	30	45	1511	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	61	29	893	51	133	143	2235	30	45	1511	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.36	0.64	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1900	2447	1163	5529	1900	1900	3686	5119	68	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.16	0.03	0.07	0.04	0.44	0.44	0.02	0.29	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.23	0.23	0.23	0.08	0.62	0.62	0.03	0.58	0.00
Volume/Cap:	0.28	0.70	0.70	0.70	0.12	0.30	0.50	0.70	0.70	0.70	0.50	0.00
Delay/Veh:	49.3	63.8	63.8	37.2	30.6	32.3	45.8	13.4	13.4	77.6	12.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	63.8	63.8	37.2	30.6	32.3	45.8	13.4	13.4	77.6	12.7	0.0
LOS by Move:	D	E	E	D	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	10	1	3	3	18	18	3	10	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 31 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	3	24	7	232	41	137	116	1607	17	18	614	50
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	25	7	246	44	145	123	1706	18	19	652	53
Added Vol:	0	0	0	24	0	25	16	81	0	0	144	7
Committed P:	0	0	0	12	0	0	0	35	0	0	21	7
Initial Fut:	3	25	7	282	44	170	139	1822	18	19	817	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	25	7	282	44	170	139	1822	18	19	817	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	25	7	282	44	170	139	1822	18	19	817	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	25	7	282	44	170	139	1822	18	19	817	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.77	0.23	1.73	0.27	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1563	456	3498	539	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.08	0.08	0.08	0.07	0.33	0.01	0.01	0.15	0.03
Crit Moves:			****			****		****		****		
Green/Cycle:	0.03	0.03	0.03	0.18	0.18	0.18	0.23	0.69	0.69	0.02	0.48	0.48
Volume/Cap:	0.05	0.48	0.48	0.46	0.46	0.48	0.31	0.48	0.01	0.48	0.31	0.07
Delay/Veh:	47.0	52.6	52.6	37.4	37.4	38.1	32.6	7.3	4.9	57.3	15.7	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	52.6	52.6	37.4	37.4	38.1	32.6	7.3	4.9	57.3	15.7	13.8
LOS by Move:	D	D	D	D	D	D	C	A	A	E	B	B
HCM2kAvgQ:	0	2	2	5	5	5	4	9	0	1	5	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 36 Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	4	19	12	513	6	117	166	1721	2	6	639	305
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	20	13	545	6	124	176	1827	2	6	678	324
Added Vol:	0	0	0	6	0	2	2	103	0	0	148	3
Committed P:	0	0	0	15	0	0	0	47	0	0	28	9
Initial Fut:	4	20	13	566	6	126	178	1977	2	6	854	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	20	13	566	6	126	178	1977	2	6	854	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	20	13	566	6	126	178	1977	2	6	854	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	20	13	566	6	126	178	1977	2	6	854	336
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.61	0.39	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1237	781	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.14	0.00	0.06	0.09	0.36	0.00	0.00	0.16	0.17
Crit Moves:			****	****				****		****		
Green/Cycle:	0.03	0.03	0.03	0.25	0.25	0.25	0.23	0.63	0.63	0.01	0.41	0.66
Volume/Cap:	0.07	0.57	0.57	0.57	0.01	0.25	0.38	0.57	0.00	0.57	0.38	0.25
Delay/Veh:	47.8	60.6	60.6	33.3	27.9	29.9	32.9	10.8	6.8	103.9	21.0	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	60.6	60.6	33.3	27.9	29.9	32.9	10.8	6.8	103.9	21.0	7.0
LOS by Move:	D	E	E	C	C	C	C	B	A	F	C	A
HCM2kAvgQ:	0	2	2	8	0	3	5	13	0	1	7	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 33 Level Of Service: B

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0	0 0		1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	304	706	749	0	1629	30	77	279	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	323	749	795	0	1729	32	82	296	0
Added Vol:	0	0	0	14	0	88	0	133	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	337	749	883	0	1862	32	82	296	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	337	749	0	0	1862	32	82	296	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	337	749	0	0	1862	32	82	296	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	337	749	0	0	1862	32	82	296	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.24	2.76	1.00	0.00	2.95	0.05	1.00	1.00	0.00
Final Sat.:	0	0	0	2144	4772	1900	0	5100	87	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.37	0.37	0.04	0.16	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.61	0.61	0.07	0.68	0.00
Volume/Cap:	0.00	0.00	0.00	0.60	0.60	0.00	0.00	0.60	0.60	0.60	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	32.9	32.9	0.0	0.0	12.5	12.5	52.4	6.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.9	32.9	0.0	0.0	12.5	12.5	52.4	6.2	0.0
LOS by Move:	A	A	A	C	C	A	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	9	9	0	0	13	13	3	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 1.022
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 56.5
Optimal Cycle: 180 Level Of Service: E

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	87	1212	32	0	0	0	1587	316	0	0	266	316
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	92	1287	34	0	0	0	1685	335	0	0	282	335
Added Vol:	0	0	0	0	0	0	133	14	0	0	0	47
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1287	34	0	0	0	1818	349	0	0	282	382
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:	92	1287	34	0	0	0	1818	349	0	0	282	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1287	34	0	0	0	1818	349	0	0	282	382
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:	92	1287	34	0	0	0	1818	349	0	0	282	382
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.20	2.80	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	347	4840	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.02	0.00	0.00	0.00	0.49	0.10	0.00	0.00	0.15	0.20
Crit Moves:		****					****					****
Green/Cycle:	0.26	0.26	0.26	0.00	0.00	0.00	0.48	0.68	0.00	0.00	0.20	0.20
Volume/Cap:	1.02	1.02	0.07	0.00	0.00	0.00	1.02	0.14	0.00	0.00	0.75	1.02
Delay/Veh:	67.1	67.1	27.9	0.0	0.0	0.0	52.8	5.7	0.0	0.0	46.3	92.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	67.1	27.9	0.0	0.0	0.0	52.8	5.7	0.0	0.0	46.3	92.2
LOS by Move:	E	E	C	A	A	A	D	A	A	A	D	F
HCM2kAvgQ:	23	23	1	0	0	0	38	2	0	0	10	18

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 76 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	31	2709	9	181	2440	486	886	183	14	21	162	237
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	33	2876	10	192	2590	516	940	194	15	22	172	252
Added Vol:	0	15	0	0	18	0	2	6	0	10	1	0
Committed P:	0	12	1	0	9	0	0	0	2	0	0	0
Initial Fut:	33	2903	11	192	2617	516	942	200	17	32	173	252
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:	33	2903	11	192	2617	516	942	200	17	32	173	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	2903	11	192	2617	516	942	200	17	32	173	252
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:	33	2903	11	192	2617	516	942	200	17	32	173	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.99	0.01	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1900	6891	25	1900	6916	1729	5253	1805	1900	1900	3458	3458
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.42	0.10	0.38	0.30	0.18	0.11	0.01	0.02	0.05	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.03	0.50	0.50	0.12	0.59	0.59	0.21	0.21	0.21	0.09	0.09	0.09
Volume/Cap:	0.64	0.84	0.84	0.84	0.64	0.50	0.84	0.52	0.04	0.20	0.58	0.84
Delay/Veh:	71.8	23.6	23.6	66.6	13.6	11.9	42.7	35.0	31.3	43.0	45.1	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.8	23.6	23.6	66.6	13.6	11.9	42.7	35.0	31.3	43.0	45.1	57.1
LOS by Move:	E	C	C	E	B	B	D	D	C	D	D	E
HCM2kAvgQ:	2	24	24	8	15	10	13	6	0	1	4	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.9
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	4	2678	8	60	2396	7	6	9	3	38	12	102
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	2843	8	64	2543	7	6	10	3	40	13	108
Added Vol:	2	15	0	0	18	10	0	0	2	0	0	0
Committed P:	0	14	1	0	12	0	0	0	0	0	0	0
Initial Fut:	6	2872	9	64	2573	17	6	10	5	40	13	108
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:	6	2872	9	64	2573	17	6	10	5	40	13	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	2872	9	64	2573	17	6	10	5	40	13	108
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:	6	2872	9	64	2573	17	6	10	5	40	13	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	0.40	0.60	1.00	1.00	0.11	0.89
Final Sat.:	1900	6893	23	1900	5187	1900	760	1140	1900	1900	200	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.03	0.50	0.01	0.01	0.01	0.00	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.77	0.77	0.06	0.83	0.83	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.60	0.54	0.54	0.54	0.60	0.01	0.08	0.08	0.03	0.20	0.60	0.60
Delay/Veh:	119.9	4.6	4.6	50.5	3.2	1.5	40.4	40.4	40.1	41.3	47.6	47.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.9	4.6	4.6	50.5	3.2	1.5	40.4	40.4	40.1	41.3	47.6	47.6
LOS by Move:	F	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	10	10	3	10	0	0	0	0	1	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.6
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	317	2653	0	0	2559	49	26	0	486	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	336	2816	0	0	2716	52	28	0	516	0	0	0
Added Vol:	3	17	0	0	19	0	0	0	5	0	0	0
Committed P:	13	17	0	0	14	0	0	0	14	0	0	0
Initial Fut:	352	2850	0	0	2749	52	28	0	535	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:	352	2850	0	0	2749	52	28	0	535	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	2850	0	0	2749	52	28	0	535	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:	352	2850	0	0	2749	52	28	0	535	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.94	0.06	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5091	96	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.00	0.00	0.54	0.54	0.01	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.84	0.00	0.00	0.71	0.71	0.08	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.76	0.49	0.00	0.00	0.76	0.76	0.17	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	49.5	2.4	0.0	0.0	10.1	10.1	43.0	0.0	42.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	2.4	0.0	0.0	10.1	10.1	43.0	0.0	42.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	7	7	0	0	21	21	1	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 62 Level Of Service: B

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	64	2852	7	85	2743	165	179	81	26	7	68	30
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	68	3027	7	90	2912	175	190	86	28	7	72	32
Added Vol:	0	6	0	0	18	6	14	0	0	0	0	0
Committed P:	6	35	0	0	35	0	0	0	15	0	0	0
Initial Fut:	74	3068	7	90	2965	181	204	86	43	7	72	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:	74	3068	7	90	2965	181	204	86	43	7	72	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	3068	7	90	2965	181	204	86	43	7	72	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:	74	3068	7	90	2965	181	204	86	43	7	72	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.69	0.31
Final Sat.:	1900	6899	17	1900	5187	1900	3686	1900	1900	1900	1318	582
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.44	0.05	0.57	0.10	0.06	0.05	0.02	0.00	0.05	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.05	0.70	0.70	0.08	0.73	0.73	0.07	0.07	0.07	0.07	0.07	0.07
Volume/Cap:	0.78	0.63	0.63	0.63	0.78	0.13	0.78	0.64	0.32	0.06	0.78	0.78
Delay/Veh:	80.6	8.1	8.1	53.7	9.6	4.1	60.0	55.2	45.5	43.6	71.2	71.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.6	8.1	8.1	53.7	9.6	4.1	60.0	55.2	45.5	43.6	71.2	71.2
LOS by Move:	F	A	A	D	A	A	E	E	D	D	E	E
HCM2kAvgQ:	4	14	14	4	22	2	5	4	2	0	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 58 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	50	1789	209	559	1808	328	759	396	3	142	400	147
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	53	1899	222	593	1919	348	806	420	3	151	425	156
Added Vol:	0	5	0	0	18	0	1	13	0	0	9	0
Committed P:	0	47	0	0	53	0	0	0	0	0	0	0
Initial Fut:	53	1951	222	593	1990	348	807	433	3	151	434	156
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:	53	1951	222	593	1990	348	807	433	3	151	434	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1951	222	593	1990	348	807	433	3	151	434	156
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:	53	1951	222	593	1990	348	807	433	3	151	434	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.59	0.41	2.00	3.00	1.00	3.00	1.99	0.01	2.00	3.00	1.00
Final Sat.:	1900	6210	706	3686	5187	1900	5529	3584	26	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.16	0.38	0.18	0.15	0.12	0.12	0.04	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.41	0.41	0.21	0.58	0.58	0.19	0.22	0.22	0.08	0.11	0.11
Volume/Cap:	0.66	0.77	0.77	0.77	0.66	0.32	0.77	0.54	0.54	0.54	0.77	0.75
Delay/Veh:	66.2	26.7	26.7	41.8	15.0	11.1	41.8	35.0	35.0	46.7	49.5	57.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	26.7	26.7	41.8	15.0	11.1	41.8	35.0	35.0	46.7	49.5	57.6
LOS by Move:	E	C	C	D	B	B	D	C	C	D	D	E
HCM2kAvgQ:	3	17	17	11	16	5	10	7	7	3	7	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 27 Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	1539	42	60	1370	49	38	44	13	19	68	77
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	1634	45	64	1454	52	40	47	14	20	72	82
Added Vol:	0	5	0	0	18	0	0	0	0	0	0	0
Committed P:	2	47	10	0	53	0	0	0	5	12	0	0
Initial Fut:	10	1686	55	64	1525	52	40	47	19	32	72	82
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:	10	1686	55	64	1525	52	40	47	19	32	72	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1686	55	64	1525	52	40	47	19	32	72	82
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:	10	1686	55	64	1525	52	40	47	19	32	72	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.38	0.44	0.18	0.17	0.39	0.44
Final Sat.:	1900	5024	163	1900	5187	1900	724	838	337	328	737	835
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.03	0.29	0.03	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.68	0.68	0.07	0.73	0.73	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.40	0.50	0.50	0.50	0.40	0.04	0.28	0.28	0.28	0.50	0.50	0.50
Delay/Veh:	58.8	8.0	8.0	48.0	5.3	3.8	34.5	34.5	34.5	36.8	36.8	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	8.0	8.0	48.0	5.3	3.8	34.5	34.5	34.5	36.8	36.8	36.8
LOS by Move:	E	A	A	D	A	A	C	C	C	D	D	D
HCM2kAvgQ:	1	10	10	3	7	0	3	3	3	6	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 0.7
Optimal Cycle: 36 Level Of Service: A

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	2834	0	0	1183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Initial Bse:	0	0	0	0	0	0	0	3008	0	0	1256	0
Added Vol:	0	0	0	1	0	0	0	112	0	0	149	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	0	0	3120	0	0	1405	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	0	0	1	0	0	0	3120	0	0	1405	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	0	0	3120	0	0	1405	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	0	0	1	0	0	0	3120	0	0	1405	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.27	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.94	0.00	0.00	0.94	0.94
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.00	0.00	0.64	0.00	0.00	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	361.6	0.0	0.0	0.0	0.7	0.0	0.0	0.3	0.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	361.6	0.0	0.0	0.0	0.7	0.0	0.0	0.3	0.2
LOS by Move:	A	A	A	F	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	7	0	0	2	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Scenario Report

Scenario:	CEQA 2015 w/o Project PM HCM
Command:	CEQA 2015 w/o Project PM HCM
Volume:	Existing+Commited PM
Geometry:	Existing HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Cumulative PM
Trip Distribution:	Cumulative
Paths:	None
Routes:	Default Route
Configuration:	2015 HCM

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 40 Level Of Service: C

Street Name:	Newport Boulevard									Hospital Road								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	1	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	117	1215	55			48	1513	205			293	135	187			121	178	38		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	117	1215	55			48	1513	205			293	135	187			121	178	38		
Added Vol:	5	18	12			5	15	0			0	1	2			7	2	14		
Committed P:	26	69	0			0	62	6			19	0	41			0	0	0		
Initial Fut:	148	1302	67			53	1590	211			312	136	230			128	180	52		
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:	148	1302	67			53	1590	211			312	136	230			128	180	52		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	148	1302	67			53	1590	211			312	136	230			128	180	52		
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:	148	1302	67			53	1590	211			312	136	230			128	180	52		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	0.91	1.00			1.00	0.91	1.00			0.97	1.00	1.00			1.00	0.95	0.95		
Lanes:	1.00	3.00	1.00			1.00	3.00	1.00			2.00	1.00	1.00			1.00	1.55	0.45		
Final Sat.:	1900	5187	1900			1900	5187	1900			3686	1900	1900			1900	2801	809		
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.25	0.04			0.03	0.31	0.11			0.08	0.07	0.12			0.07	0.06	0.06		
Crit Moves:	****						****						****			****				
Green/Cycle:	0.13	0.56	0.56			0.06	0.49	0.49			0.17	0.19	0.19			0.11	0.13	0.13		
Volume/Cap:	0.62	0.45	0.06			0.45	0.62	0.23			0.49	0.37	0.62			0.62	0.49	0.49		
Delay/Veh:	46.6	13.3	10.3			48.0	19.1	14.6			38.1	35.6	40.2			48.5	41.2	41.2		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	46.6	13.3	10.3			48.0	19.1	14.6			38.1	35.6	40.2			48.5	41.2	41.2		
LOS by Move:	D	B	B			D	B	B			D	D	D			D	D	D		
HCM2kAvgQ:	5	9	1			2	13	4			5	4	7			5	4	4		

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.5
Optimal Cycle: 44 Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	37	8	29	32	2	18	44	1170	19	53	2788	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	37	8	29	32	2	18	47	1242	20	56	2959	28
Added Vol:	0	0	0	0	0	6	6	189	0	0	157	0
Committed P:	0	0	0	0	0	0	0	56	0	0	95	0
Initial Fut:	37	8	29	32	2	24	53	1487	20	56	3211	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	8	29	32	2	24	53	1487	20	56	3211	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	8	29	32	2	24	53	1487	20	56	3211	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	8	29	32	2	24	53	1487	20	56	3211	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.82	0.18	1.00	0.94	0.06	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1562	338	1900	1788	112	1900	1900	5118	69	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.01	0.03	0.29	0.29	0.03	0.62	0.01
Crit Moves:		****					****				****	
Green/Cycle:	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.82	0.82	0.08	0.87	0.87
Volume/Cap:	0.71	0.71	0.46	0.54	0.54	0.38	0.71	0.35	0.35	0.35	0.71	0.02
Delay/Veh:	79.7	79.7	52.7	56.6	56.6	51.1	75.4	2.3	2.3	44.6	2.8	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	79.7	52.7	56.6	56.6	51.1	75.4	2.3	2.3	44.6	2.8	0.9
LOS by Move:	E	E	D	E	E	D	E	A	A	D	A	A
HCM2kAvgQ:	3	3	2	2	2	1	3	4	4	2	14	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.5
Optimal Cycle: 46 Level Of Service: A

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	21	0	28	88	1	8	16	1279	10	23	2645	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	0	28	88	1	8	17	1358	11	24	2808	140
Added Vol:	0	0	0	7	0	3	3	186	0	0	154	6
Committed P:	0	0	0	0	0	0	0	56	0	0	95	0
Initial Fut:	21	0	28	95	1	11	20	1600	11	24	3057	146
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:	21	0	28	95	1	11	20	1600	11	24	3057	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	28	95	1	11	20	1600	11	24	3057	146
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:	21	0	28	95	1	11	20	1600	11	24	3057	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.89	0.01	0.10	1.00	2.98	0.02	1.00	2.86	0.14
Final Sat.:	1900	0	1900	1687	18	195	1900	5153	34	1900	4950	237
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.06	0.06	0.06	0.01	0.31	0.31	0.01	0.62	0.62
Crit Moves:					****		****				****	
Green/Cycle:	0.08	0.00	0.08	0.08	0.08	0.08	0.01	0.83	0.83	0.03	0.85	0.85
Volume/Cap:	0.14	0.00	0.19	0.73	0.73	0.73	0.73	0.37	0.37	0.37	0.73	0.73
Delay/Veh:	43.5	0.0	43.8	61.8	61.8	61.8	115.1	2.2	2.2	50.8	3.6	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	0.0	43.8	61.8	61.8	61.8	115.1	2.2	2.2	50.8	3.6	3.6
LOS by Move:	D	A	D	E	E	E	F	A	A	D	A	A
HCM2kAvgQ:	1	0	1	5	5	5	2	5	5	1	15	15

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 55 Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	254	208	78	228	243	710	274	1047	258	240	1968	172
Added Vol:	17	0	0	13	0	24	34	152	16	0	145	32
Committed P:	0	8	1	0	14	55	32	36	3	0	67	0
Initial Fut:	271	216	79	241	257	789	340	1235	277	240	2180	204
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:	271	216	79	241	257	789	340	1235	277	240	2180	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	216	79	241	257	789	340	1235	277	240	2180	204
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:	271	216	79	241	257	789	340	1235	277	240	2180	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.44	1.14	0.42	1.45	1.55	2.00	2.00	3.00	1.00	1.00	3.66	0.34
Final Sat.:	2593	2067	756	2621	2794	3344	3686	5187	1900	1900	6324	592
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.09	0.09	0.24	0.09	0.24	0.15	0.13	0.34	0.34
Crit Moves:	****					****	****				****	
Green/Cycle:	0.14	0.14	0.14	0.19	0.19	0.32	0.12	0.38	0.38	0.20	0.46	0.46
Volume/Cap:	0.74	0.74	0.74	0.48	0.48	0.74	0.74	0.62	0.38	0.62	0.74	0.74
Delay/Veh:	45.3	45.3	45.3	36.2	36.2	33.5	48.8	25.6	22.6	39.4	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	45.3	45.3	36.2	36.2	33.5	48.8	25.6	22.6	39.4	23.0	23.0
LOS by Move:	D	D	D	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	8	8	8	5	5	14	7	12	6	8	18	18

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 43 Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Initial Bse:	0	0	0	586	0	393	0	1339	169	0	1935	517
Added Vol:	0	0	0	21	0	13	0	165	0	0	164	13
Committed P:	0	0	0	44	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	651	0	425	0	1580	176	0	2125	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	651	0	425	0	1580	0	0	2125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	651	0	425	0	1580	0	0	2125	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	651	0	425	0	1580	0	0	2125	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.22	0.00	0.44	0.00	0.00	0.41	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.32	0.00	0.32	0.00	0.62	0.00	0.00	0.62	0.00
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.70	0.00	0.70	0.00	0.00	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	28.8	0.0	33.7	0.0	13.7	0.0	0.0	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.8	0.0	33.7	0.0	13.7	0.0	0.0	12.6	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	9	0	13	0	18	0	0	16	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 52 Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	10	11	2	98	2	404	244	1373	5	11	2155	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	10	11	2	98	2	404	259	1457	5	12	2288	74
Added Vol:	0	0	0	0	0	10	11	182	0	0	189	0
Committed P:	0	0	0	2	0	0	0	138	0	0	139	3
Initial Fut:	10	11	2	100	2	414	270	1777	5	12	2616	77
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:	10	11	2	100	2	414	270	1777	5	12	2616	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	414	270	1777	5	12	2616	77
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:	10	11	2	100	2	414	270	1777	5	12	2616	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	826	909	165	1863	37	1900	1900	3599	11	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.22	0.14	0.49	0.49	0.01	0.50	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.28	0.18	0.83	0.83	0.01	0.66	0.66
Volume/Cap:	0.12	0.12	0.12	0.54	0.54	0.77	0.77	0.59	0.59	0.59	0.77	0.06
Delay/Veh:	41.4	41.4	41.4	46.2	46.2	39.4	48.6	3.1	3.1	90.0	13.0	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	41.4	41.4	46.2	46.2	39.4	48.6	3.1	3.1	90.0	13.0	6.2
LOS by Move:	D	D	D	D	D	D	D	A	A	F	B	A
HCM2kAvgQ:	1	1	1	4	4	13	10	10	10	1	22	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 38 Level Of Service: A

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1	2	55	0	27	100	1461	21	0	2367	55
Added Vol:	0	0	0	0	0	0	0	182	0	0	189	0
Committed P:	0	0	0	0	0	0	0	140	0	0	143	0
Initial Fut:	0	1	2	55	0	27	100	1783	21	0	2699	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	55	0	27	100	1783	21	0	2699	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	27	100	1783	21	0	2699	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	55	0	27	100	1783	21	0	2699	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.33	0.67	0.67	0.00	0.33	1.00	1.98	0.02	0.00	3.00	1.00
Final Sat.:	0	633	1267	1274	0	626	1900	3568	42	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.05	0.50	0.50	0.00	0.52	0.03
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.07	0.07	0.07	0.00	0.07	0.08	0.87	0.87	0.00	0.79	0.79
Volume/Cap:	0.00	0.02	0.02	0.66	0.00	0.66	0.66	0.57	0.57	0.00	0.66	0.04
Delay/Veh:	0.0	43.8	43.8	57.5	0.0	57.5	54.6	1.8	1.8	0.0	4.8	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	43.8	43.8	57.5	0.0	57.5	54.6	1.8	1.8	0.0	4.8	2.2
LOS by Move:	A	D	D	E	A	E	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	4	8	8	0	14	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 72 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	35	42	41	918	61	119	145	1270	25	50	2153	1021
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	35	42	41	918	61	119	154	1348	27	53	2285	1084
Added Vol:	5	0	0	110	0	14	11	166	5	0	171	75
Committed P:	0	0	0	3	0	23	34	132	0	0	127	12
Initial Fut:	40	42	41	1031	61	156	199	1646	32	53	2583	1171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	40	42	41	1031	61	156	199	1646	32	53	2583	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	42	41	1031	61	156	199	1646	32	53	2583	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	40	42	41	1031	61	156	199	1646	32	53	2583	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1900	1827	1783	5529	1900	1900	3686	5089	98	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.19	0.03	0.08	0.05	0.32	0.32	0.03	0.50	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.23	0.23	0.23	0.07	0.61	0.61	0.05	0.60	0.00
Volume/Cap:	0.76	0.83	0.83	0.83	0.14	0.36	0.83	0.53	0.53	0.53	0.83	0.00
Delay/Veh:	94.8	89.3	89.3	41.6	31.2	33.2	66.8	11.2	11.2	51.2	17.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.8	89.3	89.3	41.6	31.2	33.2	66.8	11.2	11.2	51.2	17.8	0.0
LOS by Move:	F	F	F	D	C	C	E	B	B	D	B	A
HCM2kAvgQ:	3	3	3	13	2	4	5	11	11	2	25	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 40 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	22	15	101	30	152	137	885	17	30	1706	295
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	11	23	16	107	32	161	145	939	18	32	1811	313
Added Vol:	0	0	0	15	0	30	37	176	0	0	135	26
Committed P:	0	0	0	11	0	0	0	31	0	0	53	18
Initial Fut:	11	23	16	133	32	191	182	1146	18	32	1999	357
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:	11	23	16	133	32	191	182	1146	18	32	1999	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	23	16	133	32	191	182	1146	18	32	1999	357
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:	11	23	16	133	32	191	182	1146	18	32	1999	357
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.59	0.41	1.61	0.39	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1200	818	3259	779	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.04	0.04	0.09	0.09	0.21	0.01	0.02	0.36	0.18
Crit Moves:			****			****	****				****	
Green/Cycle:	0.03	0.03	0.03	0.15	0.15	0.15	0.15	0.68	0.68	0.05	0.59	0.59
Volume/Cap:	0.17	0.62	0.62	0.27	0.27	0.62	0.62	0.30	0.01	0.30	0.62	0.30
Delay/Veh:	48.4	64.7	64.7	37.6	37.6	43.3	43.9	6.4	5.1	47.3	13.7	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	64.7	64.7	37.6	37.6	43.3	43.9	6.4	5.1	47.3	13.7	10.4
LOS by Move:	D	E	E	D	D	D	D	A	A	D	B	B
HCM2kAvgQ:	0	2	2	2	2	6	6	5	0	1	15	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 45 Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	8	23	17	324	6	179	182	797	2	13	1871	757
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	24	18	344	6	190	193	846	2	14	1986	804
Added Vol:	0	0	0	8	0	4	4	187	0	0	158	6
Committed P:	0	0	0	14	0	0	0	42	0	0	71	24
Initial Fut:	8	24	18	366	6	194	197	1075	2	14	2215	834
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:	8	24	18	366	6	194	197	1075	2	14	2215	834
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	24	18	366	6	194	197	1075	2	14	2215	834
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:	8	24	18	366	6	194	197	1075	2	14	2215	834
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.58	0.42	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1161	858	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.09	0.00	0.10	0.10	0.20	0.00	0.01	0.40	0.41
Crit Moves:		****				****	****				****	
Green/Cycle:	0.03	0.03	0.03	0.14	0.14	0.14	0.15	0.72	0.72	0.03	0.60	0.74
Volume/Cap:	0.13	0.67	0.67	0.65	0.02	0.67	0.67	0.27	0.00	0.27	0.67	0.56
Delay/Veh:	48.1	72.4	72.4	43.2	36.8	46.6	46.3	4.9	3.9	50.7	13.9	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	72.4	72.4	43.2	36.8	46.6	46.3	4.9	3.9	50.7	13.9	6.1
LOS by Move:	D	E	E	D	D	D	D	A	A	D	B	A
HCM2kAvgQ:	0	3	3	7	0	7	7	4	0	1	17	11

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 27 Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	590	911	1230	0	765	36	77	233	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	626	967	1306	0	812	38	82	247	0
Added Vol:	0	0	0	46	0	159	0	85	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	672	967	1465	0	897	38	82	247	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	672	967	0	0	897	38	82	247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	672	967	0	0	897	38	82	247	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	672	967	0	0	897	38	82	247	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.64	2.36	1.00	0.00	2.88	0.12	1.00	1.00	0.00
Final Sat.:	0	0	0	2836	4080	1900	0	4975	212	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.00	0.00	0.18	0.18	0.04	0.13	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.48	0.48	0.00	0.00	0.37	0.37	0.09	0.46	0.00
Volume/Cap:	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.49	0.49	0.49	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	17.6	17.6	0.0	0.0	24.6	24.6	45.7	17.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.6	17.6	0.0	0.0	24.6	24.6	45.7	17.2	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	9	9	0	0	8	8	3	5	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.6
Optimal Cycle: 34 Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	109	907	92	0	0	0	734	601	0	0	202	203
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	116	963	98	0	0	0	779	638	0	0	214	215
Added Vol:	0	0	0	0	0	0	85	46	0	0	0	28
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	963	98	0	0	0	864	684	0	0	214	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	963	98	0	0	0	864	684	0	0	214	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	963	98	0	0	0	864	684	0	0	214	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	963	98	0	0	0	864	684	0	0	214	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.32	2.68	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	556	4631	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.05	0.00	0.00	0.00	0.23	0.19	0.00	0.00	0.11	0.13
Crit Moves:		****					****					****
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.00	0.39	0.60	0.00	0.00	0.21	0.21
Volume/Cap:	0.61	0.61	0.15	0.00	0.00	0.00	0.61	0.32	0.00	0.00	0.53	0.61
Delay/Veh:	27.9	27.9	22.9	0.0	0.0	0.0	25.4	10.1	0.0	0.0	36.5	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	22.9	0.0	0.0	0.0	25.4	10.1	0.0	0.0	36.5	38.4
LOS by Move:	C	C	C	A	A	A	C	B	A	A	D	D
HCM2kAvgQ:	11	11	2	0	0	0	11	5	0	0	6	8

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 70 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	65	2649	38	202	3114	757	731	171	33	54	321	152
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	69	2812	40	214	3306	804	776	182	35	57	341	161
Added Vol:	0	33	9	0	28	2	1	3	0	0	5	0
Committed P:	0	21	0	0	31	0	0	0	11	0	0	0
Initial Fut:	69	2866	49	214	3365	806	777	185	46	57	346	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	2866	49	214	3365	806	777	185	46	57	346	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	2866	49	214	3365	806	777	185	46	57	346	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	2866	49	214	3365	806	777	185	46	57	346	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.93	0.07	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.73	1.27
Final Sat.:	1900	6799	117	1900	6916	1729	5253	1805	1900	1900	4715	2201
Capacity Analysis Module:												
Vol/Sat:	0.04	0.42	0.42	0.11	0.49	0.47	0.15	0.10	0.02	0.03	0.07	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.51	0.51	0.14	0.61	0.61	0.18	0.18	0.18	0.09	0.09	0.09
Volume/Cap:	0.80	0.82	0.82	0.82	0.80	0.77	0.82	0.57	0.13	0.34	0.82	0.82
Delay/Veh:	87.7	22.1	22.1	60.4	16.1	15.3	44.2	37.9	34.6	43.9	53.4	53.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	22.1	22.1	60.4	16.1	15.3	44.2	37.9	34.6	43.9	53.4	53.4
LOS by Move:	F	C	C	E	B	B	D	D	C	D	D	D
HCM2kAvgQ:	4	23	23	9	23	21	11	6	1	2	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.9
Optimal Cycle:	49	Level Of Service:	A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	7	2542	55	142	3061	62	18	23	14	33	15	95
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	7	2698	58	151	3249	66	19	24	15	35	16	101
Added Vol:	2	33	0	0	28	0	9	0	2	0	0	0
Committed P:	0	25	0	0	48	0	0	0	0	0	0	0
Initial Fut:	9	2756	58	151	3325	66	28	24	17	35	16	101
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:	9	2756	58	151	3325	66	28	24	17	35	16	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2756	58	151	3325	66	28	24	17	35	16	101
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:	9	2756	58	151	3325	66	28	24	17	35	16	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.92	0.08	1.00	3.00	1.00	0.54	0.46	1.00	1.00	0.14	0.86
Final Sat.:	1900	6773	143	1900	5187	1900	1017	883	1900	1900	259	1641
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.08	0.64	0.03	0.03	0.03	0.01	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.72	0.72	0.14	0.85	0.85	0.08	0.08	0.08	0.08	0.08	0.08
Volume/Cap:	0.75	0.57	0.57	0.57	0.75	0.04	0.34	0.34	0.11	0.23	0.75	0.75
Delay/Veh:	175.5	6.8	6.8	43.0	3.8	1.1	44.7	44.7	42.9	43.7	63.5	63.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	175.5	6.8	6.8	43.0	3.8	1.1	44.7	44.7	42.9	43.7	63.5	63.5
LOS by Move:	F	A	A	D	A	A	D	D	D	D	E	E
HCM2kAvgQ:	1	11	11	5	17	0	2	2	1	1	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.042
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.0
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	771	2633	0	0	3354	53	131	0	570	0	0	0
Added Vol:	5	35	0	0	30	0	0	0	4	0	0	0
Committed P:	27	28	0	0	51	0	0	0	50	0	0	0
Initial Fut:	803	2696	0	0	3435	53	131	0	624	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:	803	2696	0	0	3435	53	131	0	624	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	803	2696	0	0	3435	53	131	0	624	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:	803	2696	0	0	3435	53	131	0	624	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.95	0.05	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5108	79	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.39	0.00	0.00	0.67	0.67	0.07	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.21	0.85	0.00	0.00	0.65	0.65	0.07	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	1.04	0.46	0.00	0.00	1.04	1.04	1.04	0.00	0.68	0.00	0.00	0.00
Delay/Veh:	83.6	1.8	0.0	0.0	45.8	45.8	138.9	0.0	34.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	1.8	0.0	0.0	45.8	45.8	138.9	0.0	34.4	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D	D	F	A	C	A	A	A
HCM2kAvgQ:	20	6	0	0	52	52	8	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.055
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.8
Optimal Cycle: 180 Level Of Service: D

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	118	2892	16	133	3731	153	266	80	51	19	132	23
Added Vol:	0	30	0	0	18	15	10	0	0	0	0	0
Committed P:	14	68	0	0	111	0	0	0	21	0	0	0
Initial Fut:	132	2990	16	133	3860	168	276	80	72	19	132	23
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:	132	2990	16	133	3860	168	276	80	72	19	132	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	2990	16	133	3860	168	276	80	72	19	132	23
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:	132	2990	16	133	3860	168	276	80	72	19	132	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1900	6879	37	1900	5187	1900	3686	1900	1900	1900	1614	286
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.43	0.07	0.74	0.09	0.07	0.04	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.66	0.66	0.11	0.71	0.07	0.07	0.07	0.07	0.08	0.08	0.08
Volume/Cap:	1.05	0.65	0.65	0.65	1.05	0.13	1.05	0.59	0.53	0.13	1.05	1.05
Delay/Veh:	142.5	10.3	10.3	50.3	46.6	4.8	117.1	51.7	48.9	43.4	136	135.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.5	10.3	10.3	50.3	46.6	4.8	117.1	51.7	48.9	43.4	136	135.6
LOS by Move:	F	B	B	D	D	A	F	D	D	D	F	F
HCM2kAvgQ:	8	15	15	5	58	2	9	3	3	1	9	9

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: 76 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	63	1820	169	714	2315	347	707	393	22	276	485	201
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	67	1932	179	758	2457	368	750	417	23	293	515	213
Added Vol:	0	28	0	0	16	2	2	12	0	0	16	0
Committed P:	0	67	0	0	51	0	0	0	0	0	0	0
Initial Fut:	67	2027	179	758	2524	370	752	429	23	293	531	213
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:	67	2027	179	758	2524	370	752	429	23	293	531	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	2027	179	758	2524	370	752	429	23	293	531	213
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:	67	2027	179	758	2524	370	752	429	23	293	531	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.67	0.33	2.00	3.00	1.00	3.00	1.90	0.10	2.00	3.00	1.00
Final Sat.:	1900	6354	562	3686	5187	1900	5529	3424	186	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.21	0.49	0.19	0.14	0.13	0.13	0.08	0.10	0.11
Crit Moves:		****		****			****					****
Green/Cycle:	0.04	0.38	0.38	0.24	0.58	0.58	0.16	0.18	0.18	0.11	0.13	0.13
Volume/Cap:	0.84	0.84	0.84	0.84	0.84	0.33	0.84	0.69	0.69	0.69	0.77	0.84
Delay/Veh:	97.8	30.8	30.8	43.0	19.2	11.0	47.8	41.6	41.6	47.5	46.9	63.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.8	30.8	30.8	43.0	19.2	11.0	47.8	41.6	41.6	47.5	46.9	63.7
LOS by Move:	F	C	C	D	B	B	D	D	D	D	D	E
HCM2kAvgQ:	4	19	19	14	25	6	10	8	8	6	8	9

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 30 Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	1402	50	85	2084	29	36	48	21	20	37	59
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	1488	53	90	2212	31	38	51	22	21	39	63
Added Vol:	0	28	0	0	16	0	0	0	0	0	0	0
Committed P:	3	67	12	0	51	0	0	0	5	9	0	0
Initial Fut:	24	1583	65	90	2279	31	38	51	27	30	39	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1583	65	90	2279	31	38	51	27	30	39	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1583	65	90	2279	31	38	51	27	30	39	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1583	65	90	2279	31	38	51	27	30	39	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	1.00	3.00	1.00	0.33	0.44	0.23	0.23	0.30	0.47
Final Sat.:	1900	4982	205	1900	5187	1900	623	831	445	435	565	901
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.05	0.44	0.02	0.06	0.06	0.06	0.07	0.07	0.07
Crit Moves:	****				****						****	
Green/Cycle:	0.02	0.71	0.71	0.11	0.79	0.79	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.55	0.45	0.45	0.45	0.55	0.02	0.49	0.49	0.49	0.55	0.55	0.55
Delay/Veh:	63.1	6.3	6.3	43.6	4.0	2.2	42.3	42.3	42.3	44.0	44.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.1	6.3	6.3	43.6	4.0	2.2	42.3	42.3	42.3	44.0	44.0	44.0
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	8	8	3	10	0	4	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions without Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 1.022
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: 180 Level Of Service: C

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	2 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1487	0	0	2818	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Initial Bse:	0	0	0	0	0	0	0	1578	0	0	2991	0
Added Vol:	0	0	0	12	0	1	3	190	0	0	159	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	12	0	1	3	1768	0	0	3150	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	12	0	1	3	1768	0	0	3150	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	12	0	1	3	1768	0	0	3150	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	12	0	1	3	1768	0	0	3150	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91
Lanes:	0.00	0.00	0.00	0.92	0.00	0.08	0.01	2.99	0.00	0.00	2.98	0.02
Final Sat.:	0	0	0	1754	0	146	9	5178	0	0	5145	42
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.34	0.34	0.00	0.00	0.61	0.61
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.01	0.00	0.01	0.33	0.93	0.00	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.00	1.02	0.00	1.02	1.02	0.37	0.00	0.00	1.02	1.02
Delay/Veh:	0.0	0.0	0.0	309.8	0.0	309.8	60.7	0.4	0.0	0.0	42.1	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	309.8	0.0	309.8	60.7	0.4	0.0	0.0	42.1	42.1
LOS by Move:	A	A	A	F	A	F	E	A	A	A	D	D
HCM2kAvgQ:	0	0	0	2	0	2	28	2	0	0	46	46

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Scenario Report

Scenario:	CEQA 2015 w/ Project AM HCM
Command:	CEQA 2015 w/ Project AM HCM
Volume:	Existing+Commited AM
Geometry:	2015 Planned HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Cumulative + Proj AM
Trip Distribution:	Cumul+Project
Paths:	Bluff to 19th
Routes:	Default Route
Configuration:	2015 HCM

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 33 Level Of Service: C

Street Name:	Newport Boulevard									Hospital Road								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	1	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	129	1373	96			56	1066	368			197	124	199			65	224	28		
Growth Adj:	1.06	1.06	1.06			1.06	1.06	1.06			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	137	1457	102			59	1132	391			197	124	199			65	224	28		
Added Vol:	6	6	2			8	13	0			0	1	2			10	0	3		
Committed P:	23	49	0			0	64	10			12	0	9			0	1	0		
Initial Fut:	166	1512	104			67	1209	401			209	125	210			75	225	31		
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:	166	1512	104			67	1209	401			209	125	210			75	225	31		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	166	1512	104			67	1209	401			209	125	210			75	225	31		
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:	166	1512	104			67	1209	401			209	125	210			75	225	31		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	0.91	1.00			1.00	0.91	1.00			0.97	1.00	1.00			1.00	0.95	0.95		
Lanes:	1.00	3.00	1.00			1.00	3.00	1.00			2.00	1.00	1.00			1.00	1.76	0.24		
Final Sat.:	1900	5187	1900			1900	5187	1900			3686	1900	1900			1900	3173	437		
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.29	0.05			0.04	0.23	0.21			0.06	0.07	0.11			0.04	0.07	0.07		
Crit Moves:		****				****							****			****				
Green/Cycle:	0.17	0.56	0.56			0.07	0.46	0.46			0.13	0.21	0.21			0.08	0.16	0.16		
Volume/Cap:	0.51	0.52	0.10			0.52	0.51	0.46			0.44	0.31	0.52			0.52	0.44	0.44		
Delay/Veh:	38.9	13.7	10.2			48.6	19.3	18.9			40.9	33.6	36.0			47.7	38.4	38.4		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	38.9	13.7	10.2			48.6	19.3	18.9			40.9	33.6	36.0			47.7	38.4	38.4		
LOS by Move:	D	B	B			D	B	B			D	C	D			D	D	D		
HCM2kAvgQ:	5	11	1			3	10	8			4	3	6			3	4	4		

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 55 Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	49	1	70	40	2	19	11	3095	10	43	870	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	49	1	70	40	2	19	12	3285	11	46	924	18
Added Vol:	0	0	0	0	0	4	4	153	0	0	264	0
Committed P:	0	0	0	0	0	0	0	62	0	0	37	0
Initial Fut:	49	1	70	40	2	23	16	3500	11	46	1225	18
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:	49	1	70	40	2	23	16	3500	11	46	1225	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1	70	40	2	23	16	3500	11	46	1225	18
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:	49	1	70	40	2	23	16	3500	11	46	1225	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.98	0.02	1.00	0.95	0.05	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1862	38	1900	1810	90	1900	1900	5171	16	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.02	0.02	0.01	0.01	0.68	0.68	0.02	0.24	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.05	0.05	0.05	0.05	0.05	0.05	0.03	0.86	0.86	0.03	0.86	0.86
Volume/Cap:	0.56	0.56	0.78	0.47	0.47	0.26	0.27	0.78	0.78	0.78	0.27	0.01
Delay/Veh:	54.5	54.5	82.6	50.3	50.3	47.5	50.0	3.9	3.9	97.4	1.3	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	54.5	82.6	50.3	50.3	47.5	50.0	3.9	3.9	97.4	1.3	1.0
LOS by Move:	D	D	F	D	D	D	D	A	A	F	A	A
HCM2kAvgQ:	2	2	4	2	2	1	1	19	19	3	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 51 Level Of Service: B

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	19	0	33	267	0	7	17	2490	5	26	1112	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	19	0	33	267	0	7	18	2643	5	28	1180	36
Added Vol:	0	0	0	9	0	2	2	151	0	0	262	3
Committed P:	0	0	0	0	0	0	0	62	0	0	37	0
Initial Fut:	19	0	33	276	0	9	20	2856	5	28	1479	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	33	276	0	9	20	2856	5	28	1479	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	33	276	0	9	20	2856	5	28	1479	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	0	33	276	0	9	20	2856	5	28	1479	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.97	0.00	0.03	1.00	2.99	0.01	1.00	2.92	0.08
Final Sat.:	1900	0	1900	1840	0	60	1900	5177	10	1900	5053	134
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.15	0.00	0.15	0.01	0.55	0.55	0.01	0.29	0.29
Crit Moves:				****				****		****		
Green/Cycle:	0.20	0.00	0.20	0.20	0.00	0.20	0.03	0.72	0.72	0.02	0.72	0.72
Volume/Cap:	0.05	0.00	0.09	0.76	0.00	0.76	0.41	0.76	0.76	0.76	0.41	0.41
Delay/Veh:	32.6	0.0	32.9	46.8	0.0	46.8	53.4	9.4	9.4	111.6	5.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	0.0	32.9	46.8	0.0	46.8	53.4	9.4	9.4	111.6	5.7	5.7
LOS by Move:	C	A	C	D	A	D	D	A	A	F	A	A
HCM2kAvgQ:	0	0	1	10	0	10	1	21	21	2	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: 50 Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	168	266	114	170	165	247	753	2032	224	101	815	165
Added Vol:	21	0	0	24	0	-104	-329	162	39	0	149	13
Committed P:	1	6	0	0	3	12	24	49	0	0	42	0
Initial Fut:	190	272	114	194	168	155	448	2243	263	101	1006	178
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:	190	272	114	194	168	155	448	2243	263	101	1006	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	272	114	194	168	155	448	2243	263	101	1006	178
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:	190	272	114	194	168	155	448	2243	263	101	1006	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.41	0.59	1.61	1.39	2.00	2.00	3.00	1.00	1.00	3.40	0.60
Final Sat.:	1805	2544	1066	2902	2513	3344	3686	5187	1900	1900	5879	1037
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.07	0.07	0.05	0.12	0.43	0.14	0.05	0.17	0.17
Crit Moves:			****		****			****		****		
Green/Cycle:	0.15	0.15	0.15	0.09	0.09	0.37	0.28	0.60	0.60	0.07	0.40	0.40
Volume/Cap:	0.71	0.72	0.72	0.72	0.72	0.12	0.43	0.72	0.23	0.72	0.43	0.43
Delay/Veh:	43.3	43.6	43.6	48.9	48.9	20.6	29.7	14.7	9.2	61.4	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	43.6	43.6	48.9	48.9	20.6	29.7	14.7	9.2	61.4	22.1	22.1
LOS by Move:	D	D	D	D	D	C	C	B	A	E	C	C
HCM2kAvgQ:	7	7	7	5	5	2	6	18	4	5	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 89 Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Initial Bse:	0	0	0	383	0	288	0	2210	200	0	862	370
Added Vol:	0	0	0	18	0	2	0	185	0	0	160	6
Committed P:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	418	0	325	0	2407	204	0	1064	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	418	0	325	0	2407	0	0	1064	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	418	0	325	0	2407	0	0	1064	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	418	0	325	0	2407	0	0	1064	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.00	0.67	0.00	0.00	0.21	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.75	0.00	0.00	0.75	0.00
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.89	0.00	0.89	0.00	0.00	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	38.2	0.0	62.2	0.0	13.7	0.0	0.0	4.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.2	0.0	62.2	0.0	13.7	0.0	0.0	4.0	0.0
LOS by Move:	A	A	A	D	A	E	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	13	0	33	0	0	4	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 46 Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	1	77	4	304	331	2009	4	18	1193	71
Added Vol:	0	0	0	0	0	18	38	171	0	0	161	0
Committed P:	0	0	0	2	0	0	0	103	0	0	92	1
Initial Fut:	0	0	1	79	4	322	369	2283	4	18	1446	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	79	4	322	369	2283	4	18	1446	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	322	369	2283	4	18	1446	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	79	4	322	369	2283	4	18	1446	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1900	1808	92	1900	1900	3603	7	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.17	0.19	0.63	0.63	0.01	0.28	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.06	0.06	0.06	0.42	0.36	0.87	0.87	0.01	0.52	0.52
Volume/Cap:	0.00	0.00	0.01	0.73	0.73	0.40	0.54	0.73	0.73	0.73	0.54	0.07
Delay/Veh:	0.0	0.0	44.3	67.5	67.5	20.5	26.1	3.3	3.3	121.4	16.3	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	44.3	67.5	67.5	20.5	26.1	3.3	3.3	121.4	16.3	12.1
LOS by Move:	A	A	D	E	E	C	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	4	4	7	9	15	15	2	11	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 31.5
Optimal Cycle: 180 Level Of Service: C

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	33	1	14	45	2115	1	0	1295	37
Added Vol:	0	0	0	0	0	7	18	153	0	0	154	0
Committed P:	0	0	0	0	0	0	0	108	0	0	93	0
Initial Fut:	0	0	0	33	1	21	63	2376	1	0	1542	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	21	63	2376	1	0	1542	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	21	63	2376	1	0	1542	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	21	63	2376	1	0	1542	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	1.00	0.00	0.60	0.02	0.38	1.00	1.99	0.01	0.00	3.00	1.00
Final Sat.:	0	1900	0	1140	35	725	1900	3608	2	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.03	0.66	0.66	0.00	0.30	0.02
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.03	0.03	0.03	0.63	0.91	0.91	0.00	0.28	0.28
Volume/Cap:	0.00	0.00	0.00	1.05	1.05	1.05	0.05	0.72	0.72	0.00	1.05	0.07
Delay/Veh:	0.0	0.0	0.0	186.8	187	186.8	7.2	1.9	1.9	0.0	72.7	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	186.8	187	186.8	7.2	1.9	1.9	0.0	72.7	26.2
LOS by Move:	A	A	A	F	F	F	A	A	A	A	E	C
HCM2kAvgQ:	0	0	0	4	4	4	1	11	11	0	26	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 49 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	16	61	29	840	51	108	117	1912	25	42	1212	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	61	29	840	51	108	124	2030	27	45	1287	498
Added Vol:	3	0	0	44	0	7	9	141	3	0	144	102
Committed P:	0	0	0	9	0	18	10	93	0	0	91	7
Initial Fut:	19	61	29	893	51	133	143	2264	30	45	1522	607
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	19	61	29	893	51	133	143	2264	30	45	1522	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	61	29	893	51	133	143	2264	30	45	1522	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	61	29	893	51	133	143	2264	30	45	1522	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.36	0.64	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1900	2447	1163	5529	1900	1900	3686	5120	67	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.16	0.03	0.07	0.04	0.44	0.44	0.02	0.29	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.23	0.23	0.23	0.08	0.62	0.62	0.03	0.58	0.00
Volume/Cap:	0.28	0.71	0.71	0.71	0.12	0.31	0.51	0.71	0.71	0.71	0.51	0.00
Delay/Veh:	49.4	64.6	64.6	37.4	30.8	32.5	45.8	13.4	13.4	78.9	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	64.6	64.6	37.4	30.8	32.5	45.8	13.4	13.4	78.9	12.6	0.0
LOS by Move:	D	E	E	D	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	10	1	4	3	18	18	3	10	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 31 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	3	24	7	232	41	137	116	1607	17	18	614	50
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	25	7	246	44	145	123	1706	18	19	652	53
Added Vol:	0	0	0	39	0	25	16	93	0	0	173	51
Committed P:	0	0	0	12	0	0	0	35	0	0	21	7
Initial Fut:	3	25	7	297	44	170	139	1834	18	19	846	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	25	7	297	44	170	139	1834	18	19	846	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	25	7	297	44	170	139	1834	18	19	846	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	25	7	297	44	170	139	1834	18	19	846	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.77	0.23	1.74	0.26	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1563	456	3522	516	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.08	0.08	0.08	0.07	0.33	0.01	0.01	0.15	0.06
Crit Moves:			****			****		****		****		
Green/Cycle:	0.03	0.03	0.03	0.18	0.18	0.18	0.22	0.69	0.69	0.02	0.49	0.49
Volume/Cap:	0.05	0.48	0.48	0.48	0.48	0.48	0.31	0.48	0.01	0.48	0.31	0.11
Delay/Veh:	47.0	52.7	52.7	37.7	37.7	38.2	33.1	7.2	4.8	57.4	15.4	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	52.7	52.7	37.7	37.7	38.2	33.1	7.2	4.8	57.4	15.4	13.8
LOS by Move:	D	D	D	D	D	D	C	A	A	E	B	B
HCM2kAvgQ:	0	2	2	5	5	5	4	10	0	1	6	2

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 37 Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	4	19	12	513	6	117	166	1721	2	6	639	305
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	20	13	545	6	124	176	1827	2	6	678	324
Added Vol:	0	0	0	27	0	2	2	129	0	0	221	47
Committed P:	0	0	0	15	0	0	0	47	0	0	28	9
Initial Fut:	4	20	13	587	6	126	178	2003	2	6	927	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	20	13	587	6	126	178	2003	2	6	927	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	20	13	587	6	126	178	2003	2	6	927	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	20	13	587	6	126	178	2003	2	6	927	380
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.61	0.39	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1237	781	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.15	0.00	0.06	0.09	0.36	0.00	0.00	0.17	0.19
Crit Moves:			****	****				****		****		
Green/Cycle:	0.03	0.03	0.03	0.26	0.26	0.26	0.22	0.63	0.63	0.01	0.42	0.67
Volume/Cap:	0.07	0.58	0.58	0.58	0.01	0.24	0.41	0.58	0.00	0.58	0.41	0.28
Delay/Veh:	47.9	62.0	62.0	33.2	27.6	29.6	34.2	11.1	6.9	108.9	20.7	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	62.0	62.0	33.2	27.6	29.6	34.2	11.1	6.9	108.9	20.7	6.7
LOS by Move:	D	E	E	C	C	C	C	B	A	F	C	A
HCM2kAvgQ:	0	2	2	9	0	3	5	13	0	1	7	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 33 Level Of Service: B

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	304	706	749	0	1629	30	77	279	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	323	749	795	0	1729	32	82	296	0
Added Vol:	0	0	0	14	0	88	0	133	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	337	749	883	0	1862	32	82	296	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	337	749	0	0	1862	32	82	296	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	337	749	0	0	1862	32	82	296	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	337	749	0	0	1862	32	82	296	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.24	2.76	1.00	0.00	2.95	0.05	1.00	1.00	0.00
Final Sat.:	0	0	0	2144	4772	1900	0	5100	87	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.37	0.37	0.04	0.16	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.61	0.61	0.07	0.68	0.00
Volume/Cap:	0.00	0.00	0.00	0.60	0.60	0.00	0.00	0.60	0.60	0.60	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	32.9	32.9	0.0	0.0	12.5	12.5	52.4	6.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.9	32.9	0.0	0.0	12.5	12.5	52.4	6.2	0.0
LOS by Move:	A	A	A	C	C	A	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	9	9	0	0	13	13	3	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 1.022
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 56.5
Optimal Cycle: 180 Level Of Service: E

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2	0 1	0 0	0 0	0	2 0	2	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	87	1212	32	0	0	0	1587	316	0	0	266	316
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	92	1287	34	0	0	0	1685	335	0	0	282	335
Added Vol:	0	0	0	0	0	0	133	14	0	0	0	47
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1287	34	0	0	0	1818	349	0	0	282	382
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:	92	1287	34	0	0	0	1818	349	0	0	282	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1287	34	0	0	0	1818	349	0	0	282	382
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:	92	1287	34	0	0	0	1818	349	0	0	282	382
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.20	2.80	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	347	4840	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.02	0.00	0.00	0.00	0.49	0.10	0.00	0.00	0.15	0.20
Crit Moves:		****					****					****
Green/Cycle:	0.26	0.26	0.26	0.00	0.00	0.00	0.48	0.68	0.00	0.00	0.20	0.20
Volume/Cap:	1.02	1.02	0.07	0.00	0.00	0.00	1.02	0.14	0.00	0.00	0.75	1.02
Delay/Veh:	67.1	67.1	27.9	0.0	0.0	0.0	52.8	5.7	0.0	0.0	46.3	92.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	67.1	27.9	0.0	0.0	0.0	52.8	5.7	0.0	0.0	46.3	92.2
LOS by Move:	E	E	C	A	A	A	D	A	A	A	D	F
HCM2kAvgQ:	23	23	1	0	0	0	38	2	0	0	10	18

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 91 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3	1 0	1 0	3	1 1	2 1	1	0 1	1 0	2	1 1
Volume Module:												
Base Vol:	31	2709	9	181	2440	486	886	183	14	21	162	237
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	33	2876	10	192	2590	516	940	194	15	22	172	252
Added Vol:	0	196	0	0	96	17	53	6	0	10	1	0
Committed P:	0	12	1	0	9	0	0	0	2	0	0	0
Initial Fut:	33	3084	11	192	2695	533	993	200	17	32	173	252
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:	33	3084	11	192	2695	533	993	200	17	32	173	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	3084	11	192	2695	533	993	200	17	32	173	252
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:	33	3084	11	192	2695	533	993	200	17	32	173	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.99	0.01	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1900	6892	24	1900	6916	1729	5253	1805	1900	1900	3458	3458
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.10	0.39	0.31	0.19	0.11	0.01	0.02	0.05	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.03	0.51	0.51	0.11	0.60	0.60	0.21	0.21	0.21	0.08	0.08	0.08
Volume/Cap:	0.65	0.88	0.88	0.88	0.65	0.52	0.88	0.52	0.04	0.21	0.61	0.88
Delay/Veh:	75.0	24.8	24.8	74.8	13.7	11.9	45.1	34.9	31.2	43.5	45.8	62.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.0	24.8	24.8	74.8	13.7	11.9	45.1	34.9	31.2	43.5	45.8	62.4
LOS by Move:	E	C	C	E	B	B	D	C	C	D	D	E
HCM2kAvgQ:	2	26	26	9	15	11	14	6	0	1	4	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.9
Optimal Cycle: 34 Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	4	2678	8	60	2396	7	6	9	3	38	12	102
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	2843	8	64	2543	7	6	10	3	40	13	108
Added Vol:	2	196	0	0	96	10	0	0	2	0	0	0
Committed P:	0	14	1	0	12	0	0	0	0	0	0	0
Initial Fut:	6	3053	9	64	2651	17	6	10	5	40	13	108
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:	6	3053	9	64	2651	17	6	10	5	40	13	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	3053	9	64	2651	17	6	10	5	40	13	108
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:	6	3053	9	64	2651	17	6	10	5	40	13	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	0.40	0.60	1.00	1.00	0.11	0.89
Final Sat.:	1900	6895	21	1900	5187	1900	760	1140	1900	1900	200	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.03	0.51	0.01	0.01	0.01	0.00	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.78	0.78	0.06	0.83	0.83	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.62	0.57	0.57	0.57	0.62	0.01	0.08	0.08	0.03	0.21	0.62	0.62
Delay/Veh:	128.3	4.6	4.6	52.6	3.2	1.4	40.7	40.7	40.3	41.6	48.6	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	128.3	4.6	4.6	52.6	3.2	1.4	40.7	40.7	40.3	41.6	48.6	48.6
LOS by Move:	F	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	11	11	3	11	0	0	0	0	1	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 61 Level Of Service: B

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	317	2653	0	0	2559	49	26	0	486	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	336	2816	0	0	2716	52	28	0	516	0	0	0
Added Vol:	32	198	0	0	97	0	0	0	19	0	0	0
Committed P:	13	17	0	0	14	0	0	0	14	0	0	0
Initial Fut:	381	3031	0	0	2827	52	28	0	549	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:	381	3031	0	0	2827	52	28	0	549	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	3031	0	0	2827	52	28	0	549	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:	381	3031	0	0	2827	52	28	0	549	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.95	0.05	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5093	94	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.44	0.00	0.00	0.56	0.56	0.01	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.84	0.00	0.00	0.71	0.71	0.08	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.78	0.52	0.00	0.00	0.78	0.78	0.19	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	50.0	2.3	0.0	0.0	10.6	10.6	43.8	0.0	43.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	2.3	0.0	0.0	10.6	10.6	43.8	0.0	43.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	8	8	0	0	22	22	1	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 67 Level Of Service: B

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	64	2852	7	85	2743	165	179	81	26	7	68	30
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	68	3027	7	90	2912	175	190	86	28	7	72	32
Added Vol:	0	183	0	0	95	21	48	0	0	0	0	0
Committed P:	6	35	0	0	35	0	0	0	15	0	0	0
Initial Fut:	74	3245	7	90	3042	196	238	86	43	7	72	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:	74	3245	7	90	3042	196	238	86	43	7	72	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	3245	7	90	3042	196	238	86	43	7	72	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:	74	3245	7	90	3042	196	238	86	43	7	72	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.69	0.31
Final Sat.:	1900	6900	16	1900	5187	1900	3686	1900	1900	1900	1318	582
Capacity Analysis Module:												
Vol/Sat:	0.04	0.47	0.47	0.05	0.59	0.10	0.06	0.05	0.02	0.00	0.05	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.05	0.70	0.70	0.07	0.72	0.07	0.08	0.08	0.08	0.07	0.07	0.07
Volume/Cap:	0.81	0.67	0.67	0.67	0.81	0.14	0.81	0.57	0.28	0.06	0.81	0.81
Delay/Veh:	86.9	8.8	8.8	57.7	10.6	4.3	60.6	49.3	44.3	43.8	76.5	76.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	8.8	8.8	57.7	10.6	4.3	60.6	49.3	44.3	43.8	76.5	76.5
LOS by Move:	F	A	A	E	B	A	E	D	D	D	E	E
HCM2kAvgQ:	4	16	16	4	24	2	6	3	1	0	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.2
Optimal Cycle: 66 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	50	1789	209	559	1808	328	759	396	3	142	400	147
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	53	1899	222	593	1919	348	806	420	3	151	425	156
Added Vol:	0	59	10	0	34	61	124	35	0	3	23	0
Committed P:	0	47	0	0	53	0	0	0	0	0	0	0
Initial Fut:	53	2005	232	593	2006	409	930	455	3	154	448	156
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:	53	2005	232	593	2006	409	930	455	3	154	448	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	2005	232	593	2006	409	930	455	3	154	448	156
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:	53	2005	232	593	2006	409	930	455	3	154	448	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.59	0.41	2.00	3.00	1.00	3.00	1.99	0.01	2.00	3.00	1.00
Final Sat.:	1900	6199	717	3686	5187	1900	5529	3585	25	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.16	0.39	0.22	0.17	0.13	0.13	0.04	0.09	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.40	0.40	0.20	0.56	0.56	0.21	0.24	0.24	0.08	0.11	0.11
Volume/Cap:	0.69	0.80	0.80	0.80	0.69	0.38	0.80	0.53	0.53	0.53	0.80	0.76
Delay/Veh:	70.3	28.1	28.1	44.4	16.3	12.4	41.7	33.9	33.9	46.2	51.8	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.3	28.1	28.1	44.4	16.3	12.4	41.7	33.9	33.9	46.2	51.8	59.1
LOS by Move:	E	C	C	D	B	B	D	C	C	D	D	E
HCM2kAvgQ:	3	19	19	11	17	7	12	7	7	3	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 28 Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	1539	42	60	1370	49	38	44	13	19	68	77
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	1634	45	64	1454	52	40	47	14	20	72	82
Added Vol:	0	69	0	0	37	0	0	0	0	0	0	0
Committed P:	2	47	10	0	53	0	0	0	5	12	0	0
Initial Fut:	10	1750	55	64	1544	52	40	47	19	32	72	82
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:	10	1750	55	64	1544	52	40	47	19	32	72	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1750	55	64	1544	52	40	47	19	32	72	82
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:	10	1750	55	64	1544	52	40	47	19	32	72	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.38	0.44	0.18	0.17	0.39	0.44
Final Sat.:	1900	5030	157	1900	5187	1900	724	838	337	328	737	835
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.03	0.30	0.03	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.68	0.68	0.07	0.73	0.73	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.41	0.51	0.51	0.51	0.41	0.04	0.29	0.29	0.29	0.51	0.51	0.51
Delay/Veh:	59.0	7.9	7.9	48.6	5.1	3.6	35.0	35.0	35.0	37.4	37.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.0	7.9	7.9	48.6	5.1	3.6	35.0	35.0	35.0	37.4	37.4	37.4
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	10	10	3	7	0	3	3	3	6	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 37 Level Of Service: B

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	2834	0	0	1183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Initial Bse:	0	0	0	0	0	0	0	3008	0	0	1256	0
Added Vol:	0	0	0	109	0	242	398	-238	0	0	24	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	109	0	242	398	2770	0	0	1280	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	109	0	242	398	2770	0	0	1280	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	109	0	242	398	2770	0	0	1280	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	109	0	242	398	2770	0	0	1280	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.07	0.11	0.53	0.00	0.00	0.25	0.02
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.11	0.25	0.83	0.00	0.00	0.58	0.58
Volume/Cap:	0.00	0.00	0.00	0.26	0.00	0.65	0.43	0.65	0.00	0.00	0.43	0.04
Delay/Veh:	0.0	0.0	0.0	41.0	0.0	46.3	31.7	3.5	0.0	0.0	12.0	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.0	0.0	46.3	31.7	3.5	0.0	0.0	12.0	9.2
LOS by Move:	A	A	A	D	A	D	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	5	6	12	0	0	8	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Scenario Report

Scenario:	CEQA 2015 w/ Project PM HCM
Command:	CEQA 2015 w/ Project PM HCM
Volume:	Existing+Commited PM
Geometry:	2015 Planned HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Cumulative + Proj PM
Trip Distribution:	Cumul+Project
Paths:	Bluff to 19th
Routes:	Default Route
Configuration:	2015 HCM

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 40 Level Of Service: C

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	117	1215	55	48	1513	205	293	135	187	121	178	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1215	55	48	1513	205	293	135	187	121	178	38
Added Vol:	5	18	12	5	15	0	0	1	2	7	2	14
Committed P:	26	69	0	0	62	6	19	0	41	0	0	0
Initial Fut:	148	1302	67	53	1590	211	312	136	230	128	180	52
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:	148	1302	67	53	1590	211	312	136	230	128	180	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1302	67	53	1590	211	312	136	230	128	180	52
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:	148	1302	67	53	1590	211	312	136	230	128	180	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.55	0.45
Final Sat.:	1900	5187	1900	1900	5187	1900	3686	1900	1900	1900	2801	809
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.04	0.03	0.31	0.11	0.08	0.07	0.12	0.07	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.13	0.56	0.56	0.06	0.49	0.49	0.17	0.19	0.19	0.11	0.13	0.13
Volume/Cap:	0.62	0.45	0.06	0.45	0.62	0.23	0.49	0.37	0.62	0.62	0.49	0.49
Delay/Veh:	46.6	13.3	10.3	48.0	19.1	14.6	38.1	35.6	40.2	48.5	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	13.3	10.3	48.0	19.1	14.6	38.1	35.6	40.2	48.5	41.2	41.2
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	9	1	2	13	4	5	4	7	5	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.5
Optimal Cycle: 46 Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	37	8	29	32	2	18	44	1170	19	53	2788	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	37	8	29	32	2	18	47	1242	20	56	2959	28
Added Vol:	0	0	0	0	0	6	6	321	0	0	247	0
Committed P:	0	0	0	0	0	0	0	56	0	0	95	0
Initial Fut:	37	8	29	32	2	24	53	1619	20	56	3301	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	8	29	32	2	24	53	1619	20	56	3301	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	8	29	32	2	24	53	1619	20	56	3301	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	8	29	32	2	24	53	1619	20	56	3301	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.82	0.18	1.00	0.94	0.06	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1562	338	1900	1788	112	1900	1900	5123	64	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.01	0.03	0.32	0.32	0.03	0.64	0.01
Crit Moves:		****					****				****	
Green/Cycle:	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.83	0.83	0.08	0.87	0.87
Volume/Cap:	0.73	0.73	0.47	0.55	0.55	0.39	0.73	0.38	0.38	0.38	0.73	0.02
Delay/Veh:	83.9	83.9	53.2	58.2	58.2	51.5	79.2	2.2	2.2	45.5	3.0	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.9	83.9	53.2	58.2	58.2	51.5	79.2	2.2	2.2	45.5	3.0	0.9
LOS by Move:	F	F	D	E	E	D	E	A	A	D	A	A
HCM2kAvgQ:	3	3	2	2	2	1	3	5	5	2	15	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.5
Optimal Cycle: 48 Level Of Service: A

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	21	0	28	88	1	8	16	1279	10	23	2645	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	0	28	88	1	8	17	1358	11	24	2808	140
Added Vol:	0	0	0	7	0	3	3	318	0	0	244	6
Committed P:	0	0	0	0	0	0	0	56	0	0	95	0
Initial Fut:	21	0	28	95	1	11	20	1732	11	24	3147	146
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:	21	0	28	95	1	11	20	1732	11	24	3147	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	28	95	1	11	20	1732	11	24	3147	146
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:	21	0	28	95	1	11	20	1732	11	24	3147	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.89	0.01	0.10	1.00	2.98	0.02	1.00	2.87	0.13
Final Sat.:	1900	0	1900	1687	18	195	1900	5155	32	1900	4957	230
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.06	0.06	0.06	0.01	0.34	0.34	0.01	0.63	0.63
Crit Moves:					****		****				****	
Green/Cycle:	0.08	0.00	0.08	0.08	0.08	0.08	0.01	0.83	0.83	0.03	0.85	0.85
Volume/Cap:	0.15	0.00	0.20	0.75	0.75	0.75	0.75	0.40	0.40	0.40	0.75	0.75
Delay/Veh:	43.7	0.0	44.0	64.4	64.4	64.4	122.1	2.2	2.2	51.8	3.8	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	0.0	44.0	64.4	64.4	64.4	122.1	2.2	2.2	51.8	3.8	3.8
LOS by Move:	D	A	D	E	E	E	F	A	A	D	A	A
HCM2kAvgQ:	1	0	1	5	5	5	2	5	5	1	17	17

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.8
Optimal Cycle: 45 Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	254	208	78	228	243	710	274	1047	258	240	1968	172
Added Vol:	50	0	0	13	0	-326	-96	208	38	0	231	32
Committed P:	0	8	1	0	14	55	32	36	3	0	67	0
Initial Fut:	304	216	79	241	257	439	210	1291	299	240	2266	204
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:	304	216	79	241	257	439	210	1291	299	240	2266	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	216	79	241	257	439	210	1291	299	240	2266	204
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:	304	216	79	241	257	439	210	1291	299	240	2266	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.52	1.08	0.40	1.45	1.55	2.00	2.00	3.00	1.00	1.00	3.67	0.33
Final Sat.:	2748	1953	714	2621	2794	3344	3686	5187	1900	1900	6345	571
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.09	0.09	0.13	0.06	0.25	0.16	0.13	0.36	0.36
Crit Moves:		****			****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.14	0.14	0.22	0.08	0.41	0.41	0.21	0.53	0.53
Volume/Cap:	0.67	0.67	0.67	0.67	0.67	0.59	0.67	0.61	0.38	0.61	0.67	0.67
Delay/Veh:	41.2	41.2	41.2	43.4	43.4	36.1	49.9	23.7	21.0	38.6	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	41.2	41.2	43.4	43.4	36.1	49.9	23.7	21.0	38.6	17.5	17.5
LOS by Move:	D	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	7	7	7	6	6	8	5	12	6	7	16	16

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 45 Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Initial Bse:	0	0	0	586	0	393	0	1339	169	0	1935	517
Added Vol:	0	0	0	21	0	13	0	221	0	0	250	13
Committed P:	0	0	0	44	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	651	0	425	0	1636	176	0	2211	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	651	0	425	0	1636	0	0	2211	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	651	0	425	0	1636	0	0	2211	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	651	0	425	0	1636	0	0	2211	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.22	0.00	0.45	0.00	0.00	0.43	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.31	0.00	0.63	0.00	0.00	0.63	0.00
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.72	0.00	0.72	0.00	0.00	0.68	0.00
Delay/Veh:	0.0	0.0	0.0	29.5	0.0	34.9	0.0	13.7	0.0	0.0	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.5	0.0	34.9	0.0	13.7	0.0	0.0	12.6	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	9	0	13	0	19	0	0	17	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 58 Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	10	11	2	98	2	404	244	1373	5	11	2155	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	10	11	2	98	2	404	259	1457	5	12	2288	74
Added Vol:	0	0	0	0	0	43	32	217	0	0	242	0
Committed P:	0	0	0	2	0	0	0	138	0	0	139	3
Initial Fut:	10	11	2	100	2	447	291	1812	5	12	2669	77
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:	10	11	2	100	2	447	291	1812	5	12	2669	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	447	291	1812	5	12	2669	77
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:	10	11	2	100	2	447	291	1812	5	12	2669	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	826	909	165	1863	37	1900	1900	3599	11	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.24	0.15	0.50	0.50	0.01	0.51	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.29	0.19	0.83	0.83	0.01	0.65	0.65
Volume/Cap:	0.12	0.12	0.12	0.52	0.52	0.80	0.80	0.61	0.61	0.61	0.80	0.06
Delay/Veh:	41.0	41.0	41.0	45.0	45.0	40.4	50.2	3.4	3.4	95.0	14.4	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	41.0	41.0	45.0	45.0	40.4	50.2	3.4	3.4	95.0	14.4	6.6
LOS by Move:	D	D	D	D	D	D	D	A	A	F	B	A
HCM2kAvgQ:	1	1	1	4	4	15	11	11	11	1	23	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 40 Level Of Service: A

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1	2	55	0	27	100	1461	21	0	2367	55
Added Vol:	0	0	0	0	0	20	13	204	0	0	222	0
Committed P:	0	0	0	0	0	0	0	140	0	0	143	0
Initial Fut:	0	1	2	55	0	47	113	1805	21	0	2732	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	55	0	47	113	1805	21	0	2732	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	47	113	1805	21	0	2732	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	55	0	47	113	1805	21	0	2732	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.33	0.67	0.54	0.00	0.46	1.00	1.98	0.02	0.00	3.00	1.00
Final Sat.:	0	633	1267	1025	0	875	1900	3568	42	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.06	0.51	0.51	0.00	0.53	0.03
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.08	0.08	0.08	0.00	0.08	0.09	0.86	0.86	0.00	0.77	0.77
Volume/Cap:	0.00	0.02	0.02	0.68	0.00	0.68	0.68	0.59	0.59	0.00	0.68	0.04
Delay/Veh:	0.0	42.5	42.5	56.9	0.0	56.9	55.2	2.2	2.2	0.0	5.9	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.5	42.5	56.9	0.0	56.9	55.2	2.2	2.2	0.0	5.9	2.6
LOS by Move:	A	D	D	E	A	E	E	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	5	9	9	0	15	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 74 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	35	42	41	918	61	119	145	1270	25	50	2153	1021
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	35	42	41	918	61	119	154	1348	27	53	2285	1084
Added Vol:	5	0	0	110	0	14	11	188	5	0	204	75
Committed P:	0	0	0	3	0	23	34	132	0	0	127	12
Initial Fut:	40	42	41	1031	61	156	199	1668	32	53	2616	1171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	40	42	41	1031	61	156	199	1668	32	53	2616	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	42	41	1031	61	156	199	1668	32	53	2616	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	40	42	41	1031	61	156	199	1668	32	53	2616	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1900	1827	1783	5529	1900	1900	3686	5091	96	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.19	0.03	0.08	0.05	0.33	0.33	0.03	0.50	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.22	0.22	0.22	0.06	0.62	0.62	0.05	0.60	0.00
Volume/Cap:	0.76	0.83	0.83	0.83	0.14	0.37	0.83	0.53	0.53	0.53	0.83	0.00
Delay/Veh:	96.6	91.1	91.1	42.1	31.3	33.4	67.9	11.1	11.1	51.6	17.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.6	91.1	91.1	42.1	31.3	33.4	67.9	11.1	11.1	51.6	17.9	0.0
LOS by Move:	F	F	F	D	C	C	E	B	B	D	B	A
HCM2kAvgQ:	3	3	3	13	2	4	5	11	11	2	26	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 40 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	22	15	101	30	152	137	885	17	30	1706	295
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	11	23	16	107	32	161	145	939	18	32	1811	313
Added Vol:	0	0	0	60	0	30	37	209	0	0	158	54
Committed P:	0	0	0	11	0	0	0	31	0	0	53	18
Initial Fut:	11	23	16	178	32	191	182	1179	18	32	2022	385
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:	11	23	16	178	32	191	182	1179	18	32	2022	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	23	16	178	32	191	182	1179	18	32	2022	385
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:	11	23	16	178	32	191	182	1179	18	32	2022	385
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.59	0.41	1.70	0.30	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1200	818	3425	612	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.09	0.09	0.21	0.01	0.02	0.37	0.19
Crit Moves:			****			****	****				****	
Green/Cycle:	0.03	0.03	0.03	0.15	0.15	0.15	0.15	0.69	0.69	0.05	0.59	0.59
Volume/Cap:	0.17	0.62	0.62	0.34	0.34	0.62	0.62	0.31	0.01	0.31	0.62	0.32
Delay/Veh:	48.4	65.4	65.4	38.2	38.2	43.5	44.2	6.3	5.0	47.5	13.6	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	65.4	65.4	38.2	38.2	43.5	44.2	6.3	5.0	47.5	13.6	10.5
LOS by Move:	D	E	E	D	D	D	D	A	A	D	B	B
HCM2kAvgQ:	0	2	2	3	3	6	6	5	0	1	15	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 47 Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	8	23	17	324	6	179	182	797	2	13	1871	757
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	24	18	344	6	190	193	846	2	14	1986	804
Added Vol:	0	0	0	62	0	4	4	265	0	0	208	45
Committed P:	0	0	0	14	0	0	0	42	0	0	71	24
Initial Fut:	8	24	18	420	6	194	197	1153	2	14	2265	873
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:	8	24	18	420	6	194	197	1153	2	14	2265	873
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	24	18	420	6	194	197	1153	2	14	2265	873
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:	8	24	18	420	6	194	197	1153	2	14	2265	873
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.58	0.42	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1161	858	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.11	0.00	0.10	0.10	0.21	0.00	0.01	0.41	0.43
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.15	0.15	0.15	0.14	0.71	0.71	0.02	0.59	0.75
Volume/Cap:	0.14	0.69	0.69	0.69	0.02	0.62	0.69	0.29	0.00	0.29	0.69	0.58
Delay/Veh:	48.2	76.9	76.9	43.4	35.9	43.3	48.0	5.3	4.2	51.5	14.7	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	76.9	76.9	43.4	35.9	43.3	48.0	5.3	4.2	51.5	14.7	6.1
LOS by Move:	D	E	E	D	D	D	D	A	A	D	B	A
HCM2kAvgQ:	0	3	3	8	0	7	7	5	0	1	18	12

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 27 Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	590	911	1230	0	765	36	77	233	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	626	967	1306	0	812	38	82	247	0
Added Vol:	0	0	0	46	0	159	0	85	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	672	967	1465	0	897	38	82	247	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	672	967	0	0	897	38	82	247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	672	967	0	0	897	38	82	247	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	672	967	0	0	897	38	82	247	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.64	2.36	1.00	0.00	2.88	0.12	1.00	1.00	0.00
Final Sat.:	0	0	0	2836	4080	1900	0	4975	212	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.00	0.00	0.18	0.18	0.04	0.13	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.48	0.48	0.00	0.00	0.37	0.37	0.09	0.46	0.00
Volume/Cap:	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.49	0.49	0.49	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	17.6	17.6	0.0	0.0	24.6	24.6	45.7	17.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.6	17.6	0.0	0.0	24.6	24.6	45.7	17.2	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	9	9	0	0	8	8	3	5	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.6
Optimal Cycle: 34 Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	109	907	92	0	0	0	734	601	0	0	202	203
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	116	963	98	0	0	0	779	638	0	0	214	215
Added Vol:	0	0	0	0	0	0	85	46	0	0	0	28
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	963	98	0	0	0	864	684	0	0	214	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	963	98	0	0	0	864	684	0	0	214	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	963	98	0	0	0	864	684	0	0	214	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	963	98	0	0	0	864	684	0	0	214	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.32	2.68	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	556	4631	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.05	0.00	0.00	0.00	0.23	0.19	0.00	0.00	0.11	0.13
Crit Moves:		****					****					****
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.00	0.39	0.60	0.00	0.00	0.21	0.21
Volume/Cap:	0.61	0.61	0.15	0.00	0.00	0.00	0.61	0.32	0.00	0.00	0.53	0.61
Delay/Veh:	27.9	27.9	22.9	0.0	0.0	0.0	25.4	10.1	0.0	0.0	36.5	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	22.9	0.0	0.0	0.0	25.4	10.1	0.0	0.0	36.5	38.4
LOS by Move:	C	C	C	A	A	A	C	B	A	A	D	D
HCM2kAvgQ:	11	11	2	0	0	0	11	5	0	0	6	8

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: 78 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	65	2649	38	202	3114	757	731	171	33	54	321	152
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	69	2812	40	214	3306	804	776	182	35	57	341	161
Added Vol:	0	182	9	0	243	50	30	3	0	0	5	0
Committed P:	0	21	0	0	31	0	0	0	11	0	0	0
Initial Fut:	69	3015	49	214	3580	854	806	185	46	57	346	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	3015	49	214	3580	854	806	185	46	57	346	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	3015	49	214	3580	854	806	185	46	57	346	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	3015	49	214	3580	854	806	185	46	57	346	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.94	0.06	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.73	1.27
Final Sat.:	1900	6805	111	1900	6916	1729	5253	1805	1900	1900	4715	2201
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.44	0.11	0.52	0.49	0.15	0.10	0.02	0.03	0.07	0.07
Crit Moves:	****				****		****					****
Green/Cycle:	0.04	0.52	0.52	0.13	0.61	0.61	0.18	0.18	0.18	0.09	0.09	0.09
Volume/Cap:	0.85	0.85	0.85	0.85	0.85	0.81	0.85	0.57	0.13	0.35	0.85	0.85
Delay/Veh:	100.4	22.8	22.8	65.6	17.2	16.0	45.6	37.8	34.6	44.3	56.0	56.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.4	22.8	22.8	65.6	17.2	16.0	45.6	37.8	34.6	44.3	56.0	56.0
LOS by Move:	F	C	C	E	B	B	D	D	C	D	E	E
HCM2kAvgQ:	4	25	25	9	27	24	11	6	1	2	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 57 Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	7	2542	55	142	3061	62	18	23	14	33	15	95
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	7	2698	58	151	3249	66	19	24	15	35	16	101
Added Vol:	2	182	0	0	243	0	9	0	2	0	0	0
Committed P:	0	25	0	0	48	0	0	0	0	0	0	0
Initial Fut:	9	2905	58	151	3540	66	28	24	17	35	16	101
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:	9	2905	58	151	3540	66	28	24	17	35	16	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2905	58	151	3540	66	28	24	17	35	16	101
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:	9	2905	58	151	3540	66	28	24	17	35	16	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.92	0.08	1.00	3.00	1.00	0.54	0.46	1.00	1.00	0.14	0.86
Final Sat.:	1900	6780	136	1900	5187	1900	1017	883	1900	1900	259	1641
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.08	0.68	0.03	0.03	0.03	0.01	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.73	0.73	0.13	0.86	0.86	0.08	0.08	0.08	0.08	0.08	0.08
Volume/Cap:	0.80	0.59	0.59	0.59	0.80	0.04	0.36	0.36	0.12	0.24	0.80	0.80
Delay/Veh:	201.2	6.7	6.7	44.2	4.3	1.1	45.3	45.3	43.3	44.2	70.8	70.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	201.2	6.7	6.7	44.2	4.3	1.1	45.3	45.3	43.3	44.2	70.8	70.8
LOS by Move:	F	A	A	D	A	A	D	D	D	D	E	E
HCM2kAvgQ:	1	12	12	5	20	0	2	2	1	1	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.095
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 46.2
Optimal Cycle: 180 Level Of Service: D

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	771	2633	0	0	3354	53	131	0	570	0	0	0
Added Vol:	31	184	0	0	245	0	0	0	41	0	0	0
Committed P:	27	28	0	0	51	0	0	0	50	0	0	0
Initial Fut:	829	2845	0	0	3650	53	131	0	661	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:	829	2845	0	0	3650	53	131	0	661	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	829	2845	0	0	3650	53	131	0	661	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:	829	2845	0	0	3650	53	131	0	661	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.96	0.04	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5113	74	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.41	0.00	0.00	0.71	0.71	0.07	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.21	0.86	0.00	0.00	0.65	0.65	0.06	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	1.10	0.48	0.00	0.00	1.10	1.10	1.10	0.00	0.74	0.00	0.00	0.00
Delay/Veh:	101.5	1.8	0.0	0.0	65.6	65.6	157.1	0.0	36.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.5	1.8	0.0	0.0	65.6	65.6	157.1	0.0	36.6	0.0	0.0	0.0
LOS by Move:	F	A	A	A	E	E	F	A	D	A	A	A
HCM2kAvgQ:	22	6	0	0	60	60	8	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.108
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 49.4
Optimal Cycle: 180 Level Of Service: D

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	118	2892	16	133	3731	153	266	80	51	19	132	23
Added Vol:	0	177	0	0	234	52	39	0	0	0	0	0
Committed P:	14	68	0	0	111	0	0	0	21	0	0	0
Initial Fut:	132	3137	16	133	4076	205	305	80	72	19	132	23
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:	132	3137	16	133	4076	205	305	80	72	19	132	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	3137	16	133	4076	205	305	80	72	19	132	23
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:	132	3137	16	133	4076	205	305	80	72	19	132	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1900	6881	35	1900	5187	1900	3686	1900	1900	1900	1614	286
Capacity Analysis Module:												
Vol/Sat:	0.07	0.46	0.46	0.07	0.79	0.11	0.08	0.04	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.67	0.67	0.10	0.71	0.07	0.07	0.07	0.07	0.07	0.07	0.07
Volume/Cap:	1.11	0.68	0.68	0.68	1.11	0.15	1.11	0.56	0.51	0.14	1.11	1.11
Delay/Veh:	161.5	10.5	10.5	52.7	67.9	4.8	132.7	49.7	47.4	43.8	154	154.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	161.5	10.5	10.5	52.7	67.9	4.8	132.7	49.7	47.4	43.8	154	154.4
LOS by Move:	F	B	B	D	E	A	F	D	D	D	F	F
HCM2kAvgQ:	9	17	17	5	67	2	10	3	3	1	10	10

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.6
Optimal Cycle: 85 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	63	1820	169	714	2315	347	707	393	22	276	485	201
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	67	1932	179	758	2457	368	750	417	23	293	515	213
Added Vol:	0	61	6	0	75	159	116	37	0	11	47	0
Committed P:	0	67	0	0	51	0	0	0	0	0	0	0
Initial Fut:	67	2060	185	758	2583	527	866	454	23	304	562	213
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:	67	2060	185	758	2583	527	866	454	23	304	562	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	2060	185	758	2583	527	866	454	23	304	562	213
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:	67	2060	185	758	2583	527	866	454	23	304	562	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.67	0.33	2.00	3.00	1.00	3.00	1.90	0.10	2.00	3.00	1.00
Final Sat.:	1900	6345	571	3686	5187	1900	5529	3433	177	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.21	0.50	0.28	0.16	0.13	0.13	0.08	0.11	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.38	0.38	0.24	0.57	0.57	0.18	0.19	0.19	0.12	0.12	0.12
Volume/Cap:	0.87	0.86	0.86	0.86	0.87	0.48	0.87	0.70	0.70	0.70	0.87	0.90
Delay/Veh:	107.8	32.0	32.0	45.3	21.1	12.9	48.0	41.3	41.3	47.6	54.9	76.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.8	32.0	32.0	45.3	21.1	12.9	48.0	41.3	41.3	47.6	54.9	76.1
LOS by Move:	F	C	C	D	C	B	D	D	D	D	D	E
HCM2kAvgQ:	4	20	20	15	27	10	12	9	9	6	9	10

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 31 Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	1402	50	85	2084	29	36	48	21	20	37	59
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	1488	53	90	2212	31	38	51	22	21	39	63
Added Vol:	0	67	0	0	87	0	0	0	0	0	0	0
Committed P:	3	67	12	0	51	0	0	0	5	9	0	0
Initial Fut:	24	1622	65	90	2350	31	38	51	27	30	39	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1622	65	90	2350	31	38	51	27	30	39	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1622	65	90	2350	31	38	51	27	30	39	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1622	65	90	2350	31	38	51	27	30	39	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	1.00	3.00	1.00	0.33	0.44	0.23	0.23	0.30	0.47
Final Sat.:	1900	4987	200	1900	5187	1900	623	831	445	435	565	901
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33	0.05	0.45	0.02	0.06	0.06	0.06	0.07	0.07	0.07
Crit Moves:	****				****						****	
Green/Cycle:	0.02	0.71	0.71	0.10	0.80	0.80	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.57	0.46	0.46	0.46	0.57	0.02	0.50	0.50	0.50	0.57	0.57	0.57
Delay/Veh:	65.5	6.2	6.2	43.8	4.0	2.1	42.8	42.8	42.8	44.8	44.8	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	6.2	6.2	43.8	4.0	2.1	42.8	42.8	42.8	44.8	44.8	44.8
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	8	8	3	10	0	4	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 56 Level Of Service: B

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1487	0	0	2818	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Initial Bse:	0	0	0	0	0	0	0	1578	0	0	2991	0
Added Vol:	0	0	0	90	0	441	265	60	0	0	-191	145
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	90	0	441	265	1638	0	0	2800	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	90	0	441	265	1638	0	0	2800	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	90	0	441	265	1638	0	0	2800	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	90	0	441	265	1638	0	0	2800	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.13	0.07	0.32	0.00	0.00	0.54	0.08
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.09	0.77	0.00	0.00	0.68	0.68
Volume/Cap:	0.00	0.00	0.00	0.15	0.00	0.79	0.79	0.41	0.00	0.00	0.79	0.11
Delay/Veh:	0.0	0.0	0.0	35.7	0.0	47.5	56.6	3.8	0.0	0.0	12.2	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.7	0.0	47.5	56.6	3.8	0.0	0.0	12.2	5.5
LOS by Move:	A	A	A	D	A	D	E	A	A	A	B	A
HCM2kAvgQ:	0	0	0	1	0	10	6	6	0	0	23	2

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Scenario Report

Scenario:	CEQA 2015 w/ Proj Alt AM HCM
Command:	CEQA 2015 w/ Proj Alt AM HCM
Volume:	Existing+Commited AM
Geometry:	2015 Bluff to 17th HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Cumulative + Proj AM
Trip Distribution:	Cumul+Project
Paths:	Bluff to 17th
Routes:	Default Route
Configuration:	2015 HCM

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 33 Level Of Service: C

Street Name:	Newport Boulevard									Hospital Road								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	1	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	129	1373	96			56	1066	368			197	124	199			65	224	28		
Growth Adj:	1.06	1.06	1.06			1.06	1.06	1.06			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	137	1457	102			59	1132	391			197	124	199			65	224	28		
Added Vol:	6	6	2			8	13	0			0	1	2			10	0	3		
Committed P:	23	49	0			0	64	10			12	0	9			0	1	0		
Initial Fut:	166	1512	104			67	1209	401			209	125	210			75	225	31		
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:	166	1512	104			67	1209	401			209	125	210			75	225	31		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	166	1512	104			67	1209	401			209	125	210			75	225	31		
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:	166	1512	104			67	1209	401			209	125	210			75	225	31		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	1.00	0.91	1.00			1.00	0.91	1.00			0.97	1.00	1.00			1.00	0.95	0.95		
Lanes:	1.00	3.00	1.00			1.00	3.00	1.00			2.00	1.00	1.00			1.00	1.76	0.24		
Final Sat.:	1900	5187	1900			1900	5187	1900			3686	1900	1900			1900	3173	437		
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.29	0.05			0.04	0.23	0.21			0.06	0.07	0.11			0.04	0.07	0.07		
Crit Moves:		****				****							****			****				
Green/Cycle:	0.17	0.56	0.56			0.07	0.46	0.46			0.13	0.21	0.21			0.08	0.16	0.16		
Volume/Cap:	0.51	0.52	0.10			0.52	0.51	0.46			0.44	0.31	0.52			0.52	0.44	0.44		
Delay/Veh:	38.9	13.7	10.2			48.6	19.3	18.9			40.9	33.6	36.0			47.7	38.4	38.4		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	38.9	13.7	10.2			48.6	19.3	18.9			40.9	33.6	36.0			47.7	38.4	38.4		
LOS by Move:	D	B	B			D	B	B			D	C	D			D	D	D		
HCM2kAvgQ:	5	11	1			3	10	8			4	3	6			3	4	4		

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 55 Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	49	1	70	40	2	19	11	3095	10	43	870	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	49	1	70	40	2	19	12	3285	11	46	924	18
Added Vol:	0	0	0	0	0	4	4	155	0	0	270	0
Committed P:	0	0	0	0	0	0	0	62	0	0	37	0
Initial Fut:	49	1	70	40	2	23	16	3502	11	46	1231	18
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:	49	1	70	40	2	23	16	3502	11	46	1231	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1	70	40	2	23	16	3502	11	46	1231	18
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:	49	1	70	40	2	23	16	3502	11	46	1231	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.98	0.02	1.00	0.95	0.05	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1862	38	1900	1810	90	1900	1900	5171	16	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.02	0.02	0.01	0.01	0.68	0.68	0.02	0.24	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.05	0.05	0.05	0.05	0.05	0.05	0.03	0.86	0.86	0.03	0.86	0.86
Volume/Cap:	0.56	0.56	0.79	0.47	0.47	0.26	0.27	0.79	0.79	0.79	0.27	0.01
Delay/Veh:	54.5	54.5	82.7	50.3	50.3	47.5	50.0	3.9	3.9	97.5	1.3	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	54.5	82.7	50.3	50.3	47.5	50.0	3.9	3.9	97.5	1.3	0.9
LOS by Move:	D	D	F	D	D	D	D	A	A	F	A	A
HCM2kAvgQ:	2	2	4	2	2	1	1	19	19	3	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 51 Level Of Service: B

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	19	0	33	267	0	7	17	2490	5	26	1112	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	19	0	33	267	0	7	18	2643	5	28	1180	36
Added Vol:	0	0	0	9	0	2	2	154	0	0	268	3
Committed P:	0	0	0	0	0	0	0	62	0	0	37	0
Initial Fut:	19	0	33	276	0	9	20	2859	5	28	1485	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	33	276	0	9	20	2859	5	28	1485	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	33	276	0	9	20	2859	5	28	1485	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	0	33	276	0	9	20	2859	5	28	1485	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.97	0.00	0.03	1.00	2.99	0.01	1.00	2.92	0.08
Final Sat.:	1900	0	1900	1840	0	60	1900	5177	10	1900	5054	133
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.15	0.00	0.15	0.01	0.55	0.55	0.01	0.29	0.29
Crit Moves:				****				****		****		
Green/Cycle:	0.20	0.00	0.20	0.20	0.00	0.20	0.03	0.72	0.72	0.02	0.72	0.72
Volume/Cap:	0.05	0.00	0.09	0.76	0.00	0.76	0.41	0.76	0.76	0.76	0.41	0.41
Delay/Veh:	32.6	0.0	32.9	46.9	0.0	46.9	53.5	9.4	9.4	111.8	5.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	0.0	32.9	46.9	0.0	46.9	53.5	9.4	9.4	111.8	5.7	5.7
LOS by Move:	C	A	C	D	A	D	D	A	A	F	A	A
HCM2kAvgQ:	0	0	1	10	0	10	1	21	21	2	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 50 Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	168	266	114	170	165	247	753	2032	224	101	815	165
Added Vol:	21	0	0	24	0	-97	-308	151	39	0	146	13
Committed P:	1	6	0	0	3	12	24	49	0	0	42	0
Initial Fut:	190	272	114	194	168	162	469	2232	263	101	1003	178
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:	190	272	114	194	168	162	469	2232	263	101	1003	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	272	114	194	168	162	469	2232	263	101	1003	178
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:	190	272	114	194	168	162	469	2232	263	101	1003	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.41	0.59	1.61	1.39	2.00	2.00	3.00	1.00	1.00	3.40	0.60
Final Sat.:	1805	2544	1066	2902	2513	3344	3686	5187	1900	1900	5876	1040
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.07	0.07	0.05	0.13	0.43	0.14	0.05	0.17	0.17
Crit Moves:			****		****			****		****		
Green/Cycle:	0.15	0.15	0.15	0.09	0.09	0.38	0.29	0.60	0.60	0.07	0.39	0.39
Volume/Cap:	0.70	0.71	0.71	0.71	0.71	0.13	0.44	0.71	0.23	0.71	0.44	0.44
Delay/Veh:	43.2	43.5	43.5	48.8	48.8	20.1	29.3	14.7	9.3	61.1	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	43.5	43.5	48.8	48.8	20.1	29.3	14.7	9.3	61.1	22.7	22.7
LOS by Move:	D	D	D	D	D	C	C	B	A	E	C	C
HCM2kAvgQ:	7	7	7	5	5	2	6	18	4	5	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 87 Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Initial Bse:	0	0	0	383	0	288	0	2210	200	0	862	370
Added Vol:	0	0	0	18	0	2	0	175	0	0	157	6
Committed P:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	418	0	325	0	2397	204	0	1061	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	418	0	325	0	2397	0	0	1061	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	418	0	325	0	2397	0	0	1061	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	418	0	325	0	2397	0	0	1061	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.00	0.66	0.00	0.00	0.20	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.75	0.00	0.00	0.75	0.00
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.89	0.00	0.89	0.00	0.00	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	38.1	0.0	61.6	0.0	13.5	0.0	0.0	4.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.1	0.0	61.6	0.0	13.5	0.0	0.0	4.0	0.0
LOS by Move:	A	A	A	D	A	E	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	13	0	32	0	0	4	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 46 Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	1	77	4	304	331	2009	4	18	1193	71
Added Vol:	0	0	0	0	0	14	27	171	0	0	161	0
Committed P:	0	0	0	2	0	0	0	103	0	0	92	1
Initial Fut:	0	0	1	79	4	318	358	2283	4	18	1446	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	79	4	318	358	2283	4	18	1446	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	318	358	2283	4	18	1446	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	79	4	318	358	2283	4	18	1446	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1900	1808	92	1900	1900	3603	7	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.17	0.19	0.63	0.63	0.01	0.28	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.06	0.06	0.06	0.41	0.36	0.87	0.87	0.01	0.53	0.53
Volume/Cap:	0.00	0.00	0.01	0.73	0.73	0.40	0.53	0.73	0.73	0.73	0.53	0.07
Delay/Veh:	0.0	0.0	44.3	67.5	67.5	20.9	26.4	3.3	3.3	121.4	15.8	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	44.3	67.5	67.5	20.9	26.4	3.3	3.3	121.4	15.8	11.8
LOS by Move:	A	A	D	E	E	C	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	4	4	7	9	15	15	2	11	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 31.5
Optimal Cycle: 180 Level Of Service: C

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	33	1	14	45	2115	1	0	1295	37
Added Vol:	0	0	0	0	0	7	18	153	0	0	154	0
Committed P:	0	0	0	0	0	0	0	108	0	0	93	0
Initial Fut:	0	0	0	33	1	21	63	2376	1	0	1542	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	21	63	2376	1	0	1542	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	21	63	2376	1	0	1542	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	21	63	2376	1	0	1542	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	1.00	0.00	0.60	0.02	0.38	1.00	1.99	0.01	0.00	3.00	1.00
Final Sat.:	0	1900	0	1140	35	725	1900	3608	2	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.03	0.66	0.66	0.00	0.30	0.02
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.03	0.03	0.03	0.63	0.91	0.91	0.00	0.28	0.28
Volume/Cap:	0.00	0.00	0.00	1.05	1.05	1.05	0.05	0.72	0.72	0.00	1.05	0.07
Delay/Veh:	0.0	0.0	0.0	186.8	187	186.8	7.2	1.9	1.9	0.0	72.7	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	186.8	187	186.8	7.2	1.9	1.9	0.0	72.7	26.2
LOS by Move:	A	A	A	F	F	F	A	A	A	A	E	C
HCM2kAvgQ:	0	0	0	4	4	4	1	11	11	0	26	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 49 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	16	61	29	840	51	108	117	1912	25	42	1212	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	61	29	840	51	108	124	2030	27	45	1287	498
Added Vol:	3	0	0	44	0	7	9	141	3	0	144	102
Committed P:	0	0	0	9	0	18	10	93	0	0	91	7
Initial Fut:	19	61	29	893	51	133	143	2264	30	45	1522	607
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	19	61	29	893	51	133	143	2264	30	45	1522	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	61	29	893	51	133	143	2264	30	45	1522	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	61	29	893	51	133	143	2264	30	45	1522	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.36	0.64	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1900	2447	1163	5529	1900	1900	3686	5120	67	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.16	0.03	0.07	0.04	0.44	0.44	0.02	0.29	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.23	0.23	0.23	0.08	0.62	0.62	0.03	0.58	0.00
Volume/Cap:	0.28	0.71	0.71	0.71	0.12	0.31	0.51	0.71	0.71	0.71	0.51	0.00
Delay/Veh:	49.4	64.6	64.6	37.4	30.8	32.5	45.8	13.4	13.4	78.9	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	64.6	64.6	37.4	30.8	32.5	45.8	13.4	13.4	78.9	12.6	0.0
LOS by Move:	D	E	E	D	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	10	1	4	3	18	18	3	10	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 31 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	3	24	7	232	41	137	116	1607	17	18	614	50
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	25	7	246	44	145	123	1706	18	19	652	53
Added Vol:	0	0	0	38	0	25	16	96	0	0	179	48
Committed P:	0	0	0	12	0	0	0	35	0	0	21	7
Initial Fut:	3	25	7	296	44	170	139	1837	18	19	852	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	25	7	296	44	170	139	1837	18	19	852	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	25	7	296	44	170	139	1837	18	19	852	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	25	7	296	44	170	139	1837	18	19	852	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.77	0.23	1.74	0.26	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1563	456	3520	517	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.08	0.08	0.08	0.07	0.33	0.01	0.01	0.15	0.05
Crit Moves:			****			****		****		****		
Green/Cycle:	0.03	0.03	0.03	0.18	0.18	0.18	0.22	0.69	0.69	0.02	0.49	0.49
Volume/Cap:	0.05	0.48	0.48	0.48	0.48	0.48	0.31	0.48	0.01	0.48	0.31	0.11
Delay/Veh:	47.0	52.7	52.7	37.7	37.7	38.2	33.1	7.2	4.8	57.5	15.3	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	52.7	52.7	37.7	37.7	38.2	33.1	7.2	4.8	57.5	15.3	13.7
LOS by Move:	D	D	D	D	D	D	C	A	A	E	B	B
HCM2kAvgQ:	0	2	2	5	5	5	4	10	0	1	6	2

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 37 Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	4	19	12	513	6	117	166	1721	2	6	639	305
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	20	13	545	6	124	176	1827	2	6	678	324
Added Vol:	0	0	0	27	0	2	2	132	0	0	225	48
Committed P:	0	0	0	15	0	0	0	47	0	0	28	9
Initial Fut:	4	20	13	587	6	126	178	2006	2	6	931	381
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	20	13	587	6	126	178	2006	2	6	931	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	20	13	587	6	126	178	2006	2	6	931	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	20	13	587	6	126	178	2006	2	6	931	381
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.61	0.39	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1237	781	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.15	0.00	0.06	0.09	0.36	0.00	0.00	0.17	0.19
Crit Moves:			****	****				****		****		
Green/Cycle:	0.03	0.03	0.03	0.26	0.26	0.26	0.22	0.63	0.63	0.01	0.42	0.67
Volume/Cap:	0.07	0.58	0.58	0.58	0.01	0.24	0.41	0.58	0.00	0.58	0.41	0.28
Delay/Veh:	47.9	62.1	62.1	33.2	27.6	29.6	34.2	11.1	6.9	109.2	20.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	62.1	62.1	33.2	27.6	29.6	34.2	11.1	6.9	109.2	20.6	6.6
LOS by Move:	D	E	E	C	C	C	C	B	A	F	C	A
HCM2kAvgQ:	0	2	2	9	0	3	5	13	0	1	7	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 33 Level Of Service: B

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	304	706	749	0	1629	30	77	279	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	323	749	795	0	1729	32	82	296	0
Added Vol:	0	0	0	14	0	88	0	133	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	337	749	883	0	1862	32	82	296	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	337	749	0	0	1862	32	82	296	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	337	749	0	0	1862	32	82	296	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	337	749	0	0	1862	32	82	296	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.24	2.76	1.00	0.00	2.95	0.05	1.00	1.00	0.00
Final Sat.:	0	0	0	2144	4772	1900	0	5100	87	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.37	0.37	0.04	0.16	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.61	0.61	0.07	0.68	0.00
Volume/Cap:	0.00	0.00	0.00	0.60	0.60	0.00	0.00	0.60	0.60	0.60	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	32.9	32.9	0.0	0.0	12.5	12.5	52.4	6.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.9	32.9	0.0	0.0	12.5	12.5	52.4	6.2	0.0
LOS by Move:	A	A	A	C	C	A	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	9	9	0	0	13	13	3	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 1.022
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 56.5
Optimal Cycle: 180 Level Of Service: E

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2	0 1	0 0	0	0 0	2 0	2	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	87	1212	32	0	0	0	1587	316	0	0	266	316
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	92	1287	34	0	0	0	1685	335	0	0	282	335
Added Vol:	0	0	0	0	0	0	133	14	0	0	0	47
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1287	34	0	0	0	1818	349	0	0	282	382
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:	92	1287	34	0	0	0	1818	349	0	0	282	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1287	34	0	0	0	1818	349	0	0	282	382
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:	92	1287	34	0	0	0	1818	349	0	0	282	382
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.20	2.80	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	347	4840	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.02	0.00	0.00	0.00	0.49	0.10	0.00	0.00	0.15	0.20
Crit Moves:		****					****					****
Green/Cycle:	0.26	0.26	0.26	0.00	0.00	0.00	0.48	0.68	0.00	0.00	0.20	0.20
Volume/Cap:	1.02	1.02	0.07	0.00	0.00	0.00	1.02	0.14	0.00	0.00	0.75	1.02
Delay/Veh:	67.1	67.1	27.9	0.0	0.0	0.0	52.8	5.7	0.0	0.0	46.3	92.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	67.1	27.9	0.0	0.0	0.0	52.8	5.7	0.0	0.0	46.3	92.2
LOS by Move:	E	E	C	A	A	A	D	A	A	A	D	F
HCM2kAvgQ:	23	23	1	0	0	0	38	2	0	0	10	18

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.5
Optimal Cycle: 90 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3	1 0	1 0	3	1 1	2 1	1	0 1	1 0	2	1 1
Volume Module:												
Base Vol:	31	2709	9	181	2440	486	886	183	14	21	162	237
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	33	2876	10	192	2590	516	940	194	15	22	172	252
Added Vol:	0	248	0	0	113	0	2	6	0	10	1	0
Committed P:	0	12	1	0	9	0	0	0	2	0	0	0
Initial Fut:	33	3136	11	192	2712	516	942	200	17	32	173	252
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:	33	3136	11	192	2712	516	942	200	17	32	173	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	3136	11	192	2712	516	942	200	17	32	173	252
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:	33	3136	11	192	2712	516	942	200	17	32	173	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.99	0.01	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1900	6893	23	1900	6916	1729	5253	1805	1900	1900	3458	3458
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.10	0.39	0.30	0.18	0.11	0.01	0.02	0.05	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.03	0.52	0.52	0.12	0.61	0.61	0.20	0.20	0.20	0.08	0.08	0.08
Volume/Cap:	0.65	0.88	0.88	0.88	0.65	0.49	0.88	0.54	0.04	0.21	0.60	0.88
Delay/Veh:	73.6	24.1	24.1	74.3	13.1	11.1	45.7	35.9	32.0	43.4	45.8	62.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.6	24.1	24.1	74.3	13.1	11.1	45.7	35.9	32.0	43.4	45.8	62.0
LOS by Move:	E	C	C	E	B	B	D	D	C	D	D	E
HCM2kAvgQ:	2	27	27	9	15	10	13	6	0	1	4	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.9
Optimal Cycle: 34 Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	4	2678	8	60	2396	7	6	9	3	38	12	102
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	2843	8	64	2543	7	6	10	3	40	13	108
Added Vol:	2	248	0	0	113	10	0	0	2	0	0	0
Committed P:	0	14	1	0	12	0	0	0	0	0	0	0
Initial Fut:	6	3105	9	64	2668	17	6	10	5	40	13	108
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:	6	3105	9	64	2668	17	6	10	5	40	13	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	3105	9	64	2668	17	6	10	5	40	13	108
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:	6	3105	9	64	2668	17	6	10	5	40	13	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	0.40	0.60	1.00	1.00	0.11	0.89
Final Sat.:	1900	6895	21	1900	5187	1900	760	1140	1900	1900	200	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.03	0.51	0.01	0.01	0.01	0.00	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.78	0.78	0.06	0.83	0.83	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.62	0.58	0.58	0.58	0.62	0.01	0.08	0.08	0.03	0.21	0.62	0.62
Delay/Veh:	130.2	4.6	4.6	53.3	3.2	1.4	40.8	40.8	40.4	41.6	48.9	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.2	4.6	4.6	53.3	3.2	1.4	40.8	40.8	40.4	41.6	48.9	48.9
LOS by Move:	F	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	11	11	3	11	0	0	0	0	1	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 62 Level Of Service: B

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	317	2653	0	0	2559	49	26	0	486	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	336	2816	0	0	2716	52	28	0	516	0	0	0
Added Vol:	48	250	0	0	114	0	0	0	25	0	0	0
Committed P:	13	17	0	0	14	0	0	0	14	0	0	0
Initial Fut:	397	3083	0	0	2844	52	28	0	555	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:	397	3083	0	0	2844	52	28	0	555	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	3083	0	0	2844	52	28	0	555	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:	397	3083	0	0	2844	52	28	0	555	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.95	0.05	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5094	93	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.45	0.00	0.00	0.56	0.56	0.01	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.85	0.00	0.00	0.71	0.71	0.07	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.79	0.53	0.00	0.00	0.79	0.79	0.20	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	49.8	2.2	0.0	0.0	10.8	10.8	44.2	0.0	43.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	2.2	0.0	0.0	10.8	10.8	44.2	0.0	43.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	8	8	0	0	23	23	1	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 70 Level Of Service: B

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	64	2852	7	85	2743	165	179	81	26	7	68	30
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	68	3027	7	90	2912	175	190	86	28	7	72	32
Added Vol:	0	230	0	0	110	29	68	0	0	0	0	0
Committed P:	6	35	0	0	35	0	0	0	15	0	0	0
Initial Fut:	74	3292	7	90	3057	204	258	86	43	7	72	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:	74	3292	7	90	3057	204	258	86	43	7	72	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	3292	7	90	3057	204	258	86	43	7	72	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:	74	3292	7	90	3057	204	258	86	43	7	72	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.69	0.31
Final Sat.:	1900	6900	16	1900	5187	1900	3686	1900	1900	1900	1318	582
Capacity Analysis Module:												
Vol/Sat:	0.04	0.48	0.48	0.05	0.59	0.11	0.07	0.05	0.02	0.00	0.05	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.05	0.70	0.70	0.07	0.72	0.09	0.09	0.09	0.09	0.07	0.07	0.07
Volume/Cap:	0.82	0.68	0.68	0.68	0.82	0.15	0.82	0.53	0.26	0.06	0.82	0.82
Delay/Veh:	89.3	9.1	9.1	59.2	11.1	4.4	60.3	47.1	43.6	43.9	78.5	78.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.3	9.1	9.1	59.2	11.1	4.4	60.3	47.1	43.6	43.9	78.5	78.5
LOS by Move:	F	A	A	E	B	A	E	D	D	D	E	E
HCM2kAvgQ:	4	17	17	4	25	2	6	3	1	0	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 68 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	50	1789	209	559	1808	328	759	396	3	142	400	147
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	53	1899	222	593	1919	348	806	420	3	151	425	156
Added Vol:	0	63	10	0	35	75	167	35	0	3	23	0
Committed P:	0	47	0	0	53	0	0	0	0	0	0	0
Initial Fut:	53	2009	232	593	2007	423	973	455	3	154	448	156
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:	53	2009	232	593	2007	423	973	455	3	154	448	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	2009	232	593	2007	423	973	455	3	154	448	156
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:	53	2009	232	593	2007	423	973	455	3	154	448	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.59	0.41	2.00	3.00	1.00	3.00	1.99	0.01	2.00	3.00	1.00
Final Sat.:	1900	6200	716	3686	5187	1900	5529	3585	25	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.16	0.39	0.22	0.18	0.13	0.13	0.04	0.09	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.40	0.40	0.20	0.56	0.56	0.22	0.24	0.24	0.08	0.11	0.11
Volume/Cap:	0.69	0.81	0.81	0.81	0.69	0.40	0.81	0.52	0.52	0.52	0.81	0.77
Delay/Veh:	71.6	28.7	28.7	45.2	16.8	12.9	41.6	33.4	33.4	45.9	52.6	60.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.6	28.7	28.7	45.2	16.8	12.9	41.6	33.4	33.4	45.9	52.6	60.3
LOS by Move:	E	C	C	D	B	B	D	C	C	D	D	E
HCM2kAvgQ:	3	19	19	11	17	7	12	7	7	3	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 28 Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	1539	42	60	1370	49	38	44	13	19	68	77
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	1634	45	64	1454	52	40	47	14	20	72	82
Added Vol:	0	73	0	0	39	0	0	0	0	0	0	0
Committed P:	2	47	10	0	53	0	0	0	5	12	0	0
Initial Fut:	10	1754	55	64	1546	52	40	47	19	32	72	82
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:	10	1754	55	64	1546	52	40	47	19	32	72	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1754	55	64	1546	52	40	47	19	32	72	82
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:	10	1754	55	64	1546	52	40	47	19	32	72	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.38	0.44	0.18	0.17	0.39	0.44
Final Sat.:	1900	5030	157	1900	5187	1900	724	838	337	328	737	835
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.03	0.30	0.03	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.68	0.68	0.07	0.73	0.73	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.41	0.51	0.51	0.51	0.41	0.04	0.29	0.29	0.29	0.51	0.51	0.51
Delay/Veh:	59.0	7.9	7.9	48.7	5.1	3.6	35.0	35.0	35.0	37.4	37.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.0	7.9	7.9	48.7	5.1	3.6	35.0	35.0	35.0	37.4	37.4	37.4
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	10	10	3	7	0	3	3	3	6	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 37 Level Of Service: B

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	2834	0	0	1183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Initial Bse:	0	0	0	0	0	0	0	3008	0	0	1256	0
Added Vol:	0	0	0	99	0	240	379	-217	0	0	31	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	99	0	240	379	2791	0	0	1287	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	99	0	240	379	2791	0	0	1287	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	99	0	240	379	2791	0	0	1287	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	99	0	240	379	2791	0	0	1287	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.07	0.10	0.54	0.00	0.00	0.25	0.02
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.11	0.24	0.83	0.00	0.00	0.59	0.59
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.65	0.42	0.65	0.00	0.00	0.42	0.03
Delay/Veh:	0.0	0.0	0.0	41.0	0.0	46.6	32.3	3.5	0.0	0.0	11.5	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.0	0.0	46.6	32.3	3.5	0.0	0.0	11.5	8.7
LOS by Move:	A	A	A	D	A	D	C	A	A	A	B	A
HCM2kAvgQ:	0	0	0	2	0	5	5	12	0	0	8	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Scenario Report

Scenario:	CEQA 2015 w/ Proj Alt PM HCM
Command:	CEQA 2015 w/ Proj Alt PM HCM
Volume:	Existing+Commited PM
Geometry:	2015 Bluff to 17th HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Cumulative + Proj PM
Trip Distribution:	Cumul+Project
Paths:	Bluff to 17th
Routes:	Default Route
Configuration:	HCM

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.3
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	117	1215	55	48	1513	205	293	135	187	121	178	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1215	55	48	1513	205	293	135	187	121	178	38
Added Vol:	5	18	12	5	15	0	0	1	2	7	2	14
Committed P:	26	69	0	0	62	6	19	0	41	0	0	0
Initial Fut:	148	1302	67	53	1590	211	312	136	230	128	180	52
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:	148	1302	67	53	1590	211	312	136	230	128	180	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1302	67	53	1590	211	312	136	230	128	180	52
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:	148	1302	67	53	1590	211	312	136	230	128	180	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.55	0.45
Final Sat.:	1900	5187	1900	1900	5187	1900	3686	1900	1900	1900	2801	809
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.04	0.03	0.31	0.11	0.08	0.07	0.12	0.07	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.13	0.56	0.56	0.06	0.49	0.49	0.17	0.19	0.19	0.11	0.13	0.13
Volume/Cap:	0.62	0.45	0.06	0.45	0.62	0.23	0.49	0.37	0.62	0.62	0.49	0.49
Delay/Veh:	46.6	13.3	10.3	48.0	19.1	14.6	38.1	35.6	40.2	48.5	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	13.3	10.3	48.0	19.1	14.6	38.1	35.6	40.2	48.5	41.2	41.2
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	9	1	2	13	4	5	4	7	5	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.5
Optimal Cycle: 46 Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	37	8	29	32	2	18	44	1170	19	53	2788	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	37	8	29	32	2	18	47	1242	20	56	2959	28
Added Vol:	0	0	0	0	0	6	6	328	0	0	252	0
Committed P:	0	0	0	0	0	0	0	56	0	0	95	0
Initial Fut:	37	8	29	32	2	24	53	1626	20	56	3306	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	8	29	32	2	24	53	1626	20	56	3306	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	8	29	32	2	24	53	1626	20	56	3306	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	8	29	32	2	24	53	1626	20	56	3306	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.82	0.18	1.00	0.94	0.06	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1562	338	1900	1788	112	1900	1900	5123	64	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.01	0.03	0.32	0.32	0.03	0.64	0.01
Crit Moves:		****					****				****	
Green/Cycle:	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.83	0.83	0.08	0.87	0.87
Volume/Cap:	0.73	0.73	0.47	0.55	0.55	0.39	0.73	0.38	0.38	0.38	0.73	0.02
Delay/Veh:	84.2	84.2	53.2	58.2	58.2	51.5	79.4	2.2	2.2	45.5	3.0	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.2	84.2	53.2	58.2	58.2	51.5	79.4	2.2	2.2	45.5	3.0	0.9
LOS by Move:	F	F	D	E	E	D	E	A	A	D	A	A
HCM2kAvgQ:	3	3	2	2	2	1	3	5	5	2	15	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.5
Optimal Cycle: 48 Level Of Service: A

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	21	0	28	88	1	8	16	1279	10	23	2645	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	0	28	88	1	8	17	1358	11	24	2808	140
Added Vol:	0	0	0	7	0	3	3	325	0	0	249	6
Committed P:	0	0	0	0	0	0	0	56	0	0	95	0
Initial Fut:	21	0	28	95	1	11	20	1739	11	24	3152	146
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:	21	0	28	95	1	11	20	1739	11	24	3152	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	28	95	1	11	20	1739	11	24	3152	146
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:	21	0	28	95	1	11	20	1739	11	24	3152	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.89	0.01	0.10	1.00	2.98	0.02	1.00	2.87	0.13
Final Sat.:	1900	0	1900	1687	18	195	1900	5156	31	1900	4957	230
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.06	0.06	0.06	0.01	0.34	0.34	0.01	0.64	0.64
Crit Moves:					****		****				****	
Green/Cycle:	0.08	0.00	0.08	0.08	0.08	0.08	0.01	0.83	0.83	0.03	0.85	0.85
Volume/Cap:	0.15	0.00	0.20	0.75	0.75	0.75	0.75	0.40	0.40	0.40	0.75	0.75
Delay/Veh:	43.7	0.0	44.1	64.6	64.6	64.6	122.5	2.2	2.2	51.9	3.8	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	0.0	44.1	64.6	64.6	64.6	122.5	2.2	2.2	51.9	3.8	3.8
LOS by Move:	D	A	D	E	E	E	F	A	A	D	A	A
HCM2kAvgQ:	1	0	1	5	5	5	2	5	5	1	17	17

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: 45 Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	254	208	78	228	243	710	274	1047	258	240	1968	172
Added Vol:	50	0	0	13	0	-305	-88	201	38	0	220	32
Committed P:	0	8	1	0	14	55	32	36	3	0	67	0
Initial Fut:	304	216	79	241	257	460	218	1284	299	240	2255	204
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:	304	216	79	241	257	460	218	1284	299	240	2255	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	216	79	241	257	460	218	1284	299	240	2255	204
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:	304	216	79	241	257	460	218	1284	299	240	2255	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.52	1.08	0.40	1.45	1.55	2.00	2.00	3.00	1.00	1.00	3.67	0.33
Final Sat.:	2748	1953	714	2621	2794	3344	3686	5187	1900	1900	6342	574
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.09	0.09	0.14	0.06	0.25	0.16	0.13	0.36	0.36
Crit Moves:		****			****		****				****	
Green/Cycle:	0.16	0.16	0.16	0.14	0.14	0.23	0.09	0.41	0.41	0.21	0.53	0.53
Volume/Cap:	0.67	0.67	0.67	0.67	0.67	0.61	0.67	0.60	0.38	0.60	0.67	0.67
Delay/Veh:	41.2	41.2	41.2	43.4	43.4	36.3	49.6	23.7	21.0	38.5	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	41.2	41.2	43.4	43.4	36.3	49.6	23.7	21.0	38.5	17.6	17.6
LOS by Move:	D	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	7	7	7	6	6	8	5	12	6	7	16	16

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 44 Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Initial Bse:	0	0	0	586	0	393	0	1339	169	0	1935	517
Added Vol:	0	0	0	21	0	13	0	214	0	0	239	13
Committed P:	0	0	0	44	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	651	0	425	0	1629	176	0	2200	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	651	0	425	0	1629	0	0	2200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	651	0	425	0	1629	0	0	2200	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	651	0	425	0	1629	0	0	2200	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.22	0.00	0.45	0.00	0.00	0.42	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.31	0.00	0.63	0.00	0.00	0.63	0.00
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.72	0.00	0.72	0.00	0.00	0.67	0.00
Delay/Veh:	0.0	0.0	0.0	29.4	0.0	34.8	0.0	13.7	0.0	0.0	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.4	0.0	34.8	0.0	13.7	0.0	0.0	12.6	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	9	0	13	0	19	0	0	16	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 56 Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	10	11	2	98	2	404	244	1373	5	11	2155	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	10	11	2	98	2	404	259	1457	5	12	2288	74
Added Vol:	0	0	0	0	0	32	25	217	0	0	242	0
Committed P:	0	0	0	2	0	0	0	138	0	0	139	3
Initial Fut:	10	11	2	100	2	436	284	1812	5	12	2669	77
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:	10	11	2	100	2	436	284	1812	5	12	2669	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	436	284	1812	5	12	2669	77
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:	10	11	2	100	2	436	284	1812	5	12	2669	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	826	909	165	1863	37	1900	1900	3599	11	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.23	0.15	0.50	0.50	0.01	0.51	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.29	0.19	0.83	0.83	0.01	0.65	0.65
Volume/Cap:	0.12	0.12	0.12	0.53	0.53	0.79	0.79	0.61	0.61	0.61	0.79	0.06
Delay/Veh:	41.2	41.2	41.2	45.5	45.5	40.4	50.0	3.3	3.3	94.5	13.9	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	41.2	41.2	45.5	45.5	40.4	50.0	3.3	3.3	94.5	13.9	6.4
LOS by Move:	D	D	D	D	D	D	D	A	A	F	B	A
HCM2kAvgQ:	1	1	1	4	4	14	10	11	11	1	23	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 40 Level Of Service: A

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1	2	55	0	27	100	1461	21	0	2367	55
Added Vol:	0	0	0	0	0	20	13	204	0	0	222	0
Committed P:	0	0	0	0	0	0	0	140	0	0	143	0
Initial Fut:	0	1	2	55	0	47	113	1805	21	0	2732	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	55	0	47	113	1805	21	0	2732	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	47	113	1805	21	0	2732	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	55	0	47	113	1805	21	0	2732	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.33	0.67	0.54	0.00	0.46	1.00	1.98	0.02	0.00	3.00	1.00
Final Sat.:	0	633	1267	1025	0	875	1900	3568	42	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.06	0.51	0.51	0.00	0.53	0.03
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.08	0.08	0.08	0.00	0.08	0.09	0.86	0.86	0.00	0.77	0.77
Volume/Cap:	0.00	0.02	0.02	0.68	0.00	0.68	0.68	0.59	0.59	0.00	0.68	0.04
Delay/Veh:	0.0	42.5	42.5	56.9	0.0	56.9	55.2	2.2	2.2	0.0	5.9	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.5	42.5	56.9	0.0	56.9	55.2	2.2	2.2	0.0	5.9	2.6
LOS by Move:	A	D	D	E	A	E	E	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	5	9	9	0	15	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 74 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	3 0	1	0 1	2 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	35	42	41	918	61	119	145	1270	25	50	2153	1021
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	35	42	41	918	61	119	154	1348	27	53	2285	1084
Added Vol:	5	0	0	110	0	14	11	188	5	0	204	75
Committed P:	0	0	0	3	0	23	34	132	0	0	127	12
Initial Fut:	40	42	41	1031	61	156	199	1668	32	53	2616	1171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	40	42	41	1031	61	156	199	1668	32	53	2616	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	42	41	1031	61	156	199	1668	32	53	2616	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	40	42	41	1031	61	156	199	1668	32	53	2616	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1900	1827	1783	5529	1900	1900	3686	5091	96	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.19	0.03	0.08	0.05	0.33	0.33	0.03	0.50	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.22	0.22	0.22	0.06	0.62	0.62	0.05	0.60	0.00
Volume/Cap:	0.76	0.83	0.83	0.83	0.14	0.37	0.83	0.53	0.53	0.53	0.83	0.00
Delay/Veh:	96.6	91.1	91.1	42.1	31.3	33.4	67.9	11.1	11.1	51.6	17.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.6	91.1	91.1	42.1	31.3	33.4	67.9	11.1	11.1	51.6	17.9	0.0
LOS by Move:	F	F	F	D	C	C	E	B	B	D	B	A
HCM2kAvgQ:	3	3	3	13	2	4	5	11	11	2	26	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 40 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 1	0	0 1	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	10	22	15	101	30	152	137	885	17	30	1706	295
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	11	23	16	107	32	161	145	939	18	32	1811	313
Added Vol:	0	0	0	58	0	30	37	216	0	0	164	52
Committed P:	0	0	0	11	0	0	0	31	0	0	53	18
Initial Fut:	11	23	16	176	32	191	182	1186	18	32	2028	383
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:	11	23	16	176	32	191	182	1186	18	32	2028	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	23	16	176	32	191	182	1186	18	32	2028	383
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:	11	23	16	176	32	191	182	1186	18	32	2028	383
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.59	0.41	1.69	0.31	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1200	818	3420	618	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.09	0.09	0.22	0.01	0.02	0.37	0.19
Crit Moves:			****			****	****				****	
Green/Cycle:	0.03	0.03	0.03	0.15	0.15	0.15	0.15	0.69	0.69	0.05	0.59	0.59
Volume/Cap:	0.17	0.62	0.62	0.34	0.34	0.62	0.62	0.31	0.01	0.31	0.62	0.32
Delay/Veh:	48.4	65.6	65.6	38.2	38.2	43.6	44.3	6.3	5.0	47.6	13.6	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	65.6	65.6	38.2	38.2	43.6	44.3	6.3	5.0	47.6	13.6	10.5
LOS by Move:	D	E	E	D	D	D	D	A	A	D	B	B
HCM2kAvgQ:	0	2	2	3	3	6	6	5	0	1	15	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 48 Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	8	23	17	324	6	179	182	797	2	13	1871	757
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	24	18	344	6	190	193	846	2	14	1986	804
Added Vol:	0	0	0	63	0	4	4	271	0	0	212	46
Committed P:	0	0	0	14	0	0	0	42	0	0	71	24
Initial Fut:	8	24	18	421	6	194	197	1159	2	14	2269	874
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:	8	24	18	421	6	194	197	1159	2	14	2269	874
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	24	18	421	6	194	197	1159	2	14	2269	874
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:	8	24	18	421	6	194	197	1159	2	14	2269	874
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.58	0.42	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1161	858	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.11	0.00	0.10	0.10	0.21	0.00	0.01	0.41	0.43
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.16	0.16	0.16	0.14	0.71	0.71	0.02	0.59	0.75
Volume/Cap:	0.14	0.69	0.69	0.69	0.02	0.62	0.69	0.30	0.00	0.30	0.69	0.58
Delay/Veh:	48.2	77.1	77.1	43.5	35.8	43.3	48.1	5.3	4.2	51.6	14.7	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	77.1	77.1	43.5	35.8	43.3	48.1	5.3	4.2	51.6	14.7	6.1
LOS by Move:	D	E	E	D	D	D	D	A	A	D	B	A
HCM2kAvgQ:	0	3	3	8	0	7	7	5	0	1	18	12

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 27 Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0	0 0		1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	590	911	1230	0	765	36	77	233	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	626	967	1306	0	812	38	82	247	0
Added Vol:	0	0	0	46	0	159	0	85	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	672	967	1465	0	897	38	82	247	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	672	967	0	0	897	38	82	247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	672	967	0	0	897	38	82	247	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	672	967	0	0	897	38	82	247	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.64	2.36	1.00	0.00	2.88	0.12	1.00	1.00	0.00
Final Sat.:	0	0	0	2836	4080	1900	0	4975	212	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.00	0.00	0.18	0.18	0.04	0.13	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.48	0.48	0.00	0.00	0.37	0.37	0.09	0.46	0.00
Volume/Cap:	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.49	0.49	0.49	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	17.6	17.6	0.0	0.0	24.6	24.6	45.7	17.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.6	17.6	0.0	0.0	24.6	24.6	45.7	17.2	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	9	9	0	0	8	8	3	5	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.6
Optimal Cycle: 34 Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	109	907	92	0	0	0	734	601	0	0	202	203
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	116	963	98	0	0	0	779	638	0	0	214	215
Added Vol:	0	0	0	0	0	0	85	46	0	0	0	28
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	963	98	0	0	0	864	684	0	0	214	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	963	98	0	0	0	864	684	0	0	214	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	963	98	0	0	0	864	684	0	0	214	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	963	98	0	0	0	864	684	0	0	214	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.32	2.68	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	556	4631	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.05	0.00	0.00	0.00	0.23	0.19	0.00	0.00	0.11	0.13
Crit Moves:		****					****					****
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.00	0.39	0.60	0.00	0.00	0.21	0.21
Volume/Cap:	0.61	0.61	0.15	0.00	0.00	0.00	0.61	0.32	0.00	0.00	0.53	0.61
Delay/Veh:	27.9	27.9	22.9	0.0	0.0	0.0	25.4	10.1	0.0	0.0	36.5	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	22.9	0.0	0.0	0.0	25.4	10.1	0.0	0.0	36.5	38.4
LOS by Move:	C	C	C	A	A	A	C	B	A	A	D	D
HCM2kAvgQ:	11	11	2	0	0	0	11	5	0	0	6	8

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 79 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	65	2649	38	202	3114	757	731	171	33	54	321	152
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	69	2812	40	214	3306	804	776	182	35	57	341	161
Added Vol:	0	212	9	0	292	2	1	3	0	0	5	0
Committed P:	0	21	0	0	31	0	0	0	11	0	0	0
Initial Fut:	69	3045	49	214	3629	806	777	185	46	57	346	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	3045	49	214	3629	806	777	185	46	57	346	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	3045	49	214	3629	806	777	185	46	57	346	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	3045	49	214	3629	806	777	185	46	57	346	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.94	0.06	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.73	1.27
Final Sat.:	1900	6806	110	1900	6916	1729	5253	1805	1900	1900	4715	2201
Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.45	0.11	0.52	0.47	0.15	0.10	0.02	0.03	0.07	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.04	0.53	0.53	0.13	0.62	0.62	0.17	0.17	0.17	0.09	0.09	0.09
Volume/Cap:	0.85	0.85	0.85	0.85	0.85	0.76	0.85	0.59	0.14	0.35	0.85	0.85
Delay/Veh:	101.1	22.3	22.3	65.2	16.9	14.3	46.3	38.5	35.1	44.3	56.1	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.1	22.3	22.3	65.2	16.9	14.3	46.3	38.5	35.1	44.3	56.1	56.1
LOS by Move:	F	C	C	E	B	B	D	D	D	D	E	E
HCM2kAvgQ:	4	25	25	9	27	20	11	6	1	2	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 60 Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	7	2542	55	142	3061	62	18	23	14	33	15	95
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	7	2698	58	151	3249	66	19	24	15	35	16	101
Added Vol:	2	212	0	0	292	0	9	0	2	0	0	0
Committed P:	0	25	0	0	48	0	0	0	0	0	0	0
Initial Fut:	9	2935	58	151	3589	66	28	24	17	35	16	101
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:	9	2935	58	151	3589	66	28	24	17	35	16	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2935	58	151	3589	66	28	24	17	35	16	101
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:	9	2935	58	151	3589	66	28	24	17	35	16	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.92	0.08	1.00	3.00	1.00	0.54	0.46	1.00	1.00	0.14	0.86
Final Sat.:	1900	6781	135	1900	5187	1900	1017	883	1900	1900	259	1641
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.08	0.69	0.03	0.03	0.03	0.01	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.73	0.73	0.13	0.86	0.86	0.08	0.08	0.08	0.08	0.08	0.08
Volume/Cap:	0.81	0.59	0.59	0.59	0.81	0.04	0.36	0.36	0.12	0.24	0.81	0.81
Delay/Veh:	207.4	6.6	6.6	44.5	4.4	1.1	45.4	45.4	43.4	44.3	72.8	72.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	207.4	6.6	6.6	44.5	4.4	1.1	45.4	45.4	43.4	44.3	72.8	72.8
LOS by Move:	F	A	A	D	A	A	D	D	D	D	E	E
HCM2kAvgQ:	1	12	12	5	21	0	2	2	1	1	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.109
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 49.3
Optimal Cycle: 180 Level Of Service: D

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	771	2633	0	0	3354	53	131	0	570	0	0	0
Added Vol:	42	214	0	0	294	0	0	0	56	0	0	0
Committed P:	27	28	0	0	51	0	0	0	50	0	0	0
Initial Fut:	840	2875	0	0	3699	53	131	0	676	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:	840	2875	0	0	3699	53	131	0	676	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	840	2875	0	0	3699	53	131	0	676	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:	840	2875	0	0	3699	53	131	0	676	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.96	0.04	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5114	73	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.42	0.00	0.00	0.72	0.72	0.07	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.21	0.86	0.00	0.00	0.65	0.65	0.06	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	1.11	0.48	0.00	0.00	1.11	1.11	1.11	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	106.4	1.8	0.0	0.0	71.2	71.2	162.0	0.0	37.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.4	1.8	0.0	0.0	71.2	71.2	162.0	0.0	37.4	0.0	0.0	0.0
LOS by Move:	F	A	A	A	E	E	F	A	D	A	A	A
HCM2kAvgQ:	22	6	0	0	62	62	9	0	12	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.122
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 52.5
Optimal Cycle: 180 Level Of Service: D

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	118	2892	16	133	3731	153	266	80	51	19	132	23
Added Vol:	0	204	0	0	279	71	52	0	0	0	0	0
Committed P:	14	68	0	0	111	0	0	0	21	0	0	0
Initial Fut:	132	3164	16	133	4121	224	318	80	72	19	132	23
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:	132	3164	16	133	4121	224	318	80	72	19	132	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	3164	16	133	4121	224	318	80	72	19	132	23
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:	132	3164	16	133	4121	224	318	80	72	19	132	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1900	6881	35	1900	5187	1900	3686	1900	1900	1900	1614	286
Capacity Analysis Module:												
Vol/Sat:	0.07	0.46	0.46	0.07	0.79	0.12	0.09	0.04	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.67	0.67	0.10	0.71	0.07	0.08	0.08	0.08	0.07	0.07	0.07
Volume/Cap:	1.12	0.69	0.69	0.69	1.12	0.17	1.12	0.54	0.49	0.14	1.12	1.12
Delay/Veh:	166.3	10.6	10.6	53.4	73.5	4.9	136.3	48.6	46.9	43.9	159	159.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	166.3	10.6	10.6	53.4	73.5	4.9	136.3	48.6	46.9	43.9	159	159.3
LOS by Move:	F	B	B	D	E	A	F	D	D	D	F	F
HCM2kAvgQ:	9	17	17	5	69	2	10	3	3	1	10	10

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.9
Optimal Cycle: 88 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	63	1820	169	714	2315	347	707	393	22	276	485	201
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	67	1932	179	758	2457	368	750	417	23	293	515	213
Added Vol:	0	63	6	0	80	199	141	37	0	11	47	0
Committed P:	0	67	0	0	51	0	0	0	0	0	0	0
Initial Fut:	67	2062	185	758	2588	567	891	454	23	304	562	213
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:	67	2062	185	758	2588	567	891	454	23	304	562	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	2062	185	758	2588	567	891	454	23	304	562	213
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:	67	2062	185	758	2588	567	891	454	23	304	562	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.67	0.33	2.00	3.00	1.00	3.00	1.90	0.10	2.00	3.00	1.00
Final Sat.:	1900	6345	571	3686	5187	1900	5529	3433	177	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.21	0.50	0.30	0.16	0.13	0.13	0.08	0.11	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.37	0.37	0.24	0.57	0.57	0.18	0.19	0.19	0.12	0.12	0.12
Volume/Cap:	0.87	0.87	0.87	0.87	0.87	0.52	0.87	0.70	0.70	0.70	0.87	0.91
Delay/Veh:	109.8	32.4	32.4	45.9	21.5	13.6	48.1	40.9	40.9	47.2	55.7	77.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.8	32.4	32.4	45.9	21.5	13.6	48.1	40.9	40.9	47.2	55.7	77.6
LOS by Move:	F	C	C	D	C	B	D	D	D	D	E	E
HCM2kAvgQ:	4	21	21	15	28	11	12	9	9	6	9	10

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 31 Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	1402	50	85	2084	29	36	48	21	20	37	59
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	1488	53	90	2212	31	38	51	22	21	39	63
Added Vol:	0	70	0	0	91	0	0	0	0	0	0	0
Committed P:	3	67	12	0	51	0	0	0	5	9	0	0
Initial Fut:	24	1625	65	90	2354	31	38	51	27	30	39	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1625	65	90	2354	31	38	51	27	30	39	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1625	65	90	2354	31	38	51	27	30	39	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1625	65	90	2354	31	38	51	27	30	39	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	1.00	3.00	1.00	0.33	0.44	0.23	0.23	0.30	0.47
Final Sat.:	1900	4987	200	1900	5187	1900	623	831	445	435	565	901
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33	0.05	0.45	0.02	0.06	0.06	0.06	0.07	0.07	0.07
Crit Moves:	****				****						****	
Green/Cycle:	0.02	0.71	0.71	0.10	0.80	0.80	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.57	0.46	0.46	0.46	0.57	0.02	0.50	0.50	0.50	0.57	0.57	0.57
Delay/Veh:	65.6	6.2	6.2	43.8	4.0	2.1	42.8	42.8	42.8	44.8	44.8	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	6.2	6.2	43.8	4.0	2.1	42.8	42.8	42.8	44.8	44.8	44.8
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	8	8	3	10	0	4	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 56 Level Of Service: B

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1487	0	0	2818	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Initial Bse:	0	0	0	0	0	0	0	1578	0	0	2991	0
Added Vol:	0	0	0	83	0	425	264	68	0	0	-170	134
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	83	0	425	264	1646	0	0	2821	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:	0	0	0	83	0	425	264	1646	0	0	2821	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	83	0	425	264	1646	0	0	2821	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:	0	0	0	83	0	425	264	1646	0	0	2821	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.13	0.07	0.32	0.00	0.00	0.54	0.07
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.09	0.78	0.00	0.00	0.69	0.69
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.79	0.79	0.41	0.00	0.00	0.79	0.10
Delay/Veh:	0.0	0.0	0.0	36.1	0.0	48.1	56.5	3.6	0.0	0.0	11.9	5.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.1	0.0	48.1	56.5	3.6	0.0	0.0	11.9	5.3
LOS by Move:	A	A	A	D	A	D	E	A	A	A	B	A
HCM2kAvgQ:	0	0	0	1	0	9	6	6	0	0	23	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Scenario Report

Scenario:	CEQA 2015 Phase 1 AM HCM
Command:	CEQA 2015 Phase 1 AM HCM
Volume:	Existing+Commited AM
Geometry:	2015 Bluff to 16th HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Cumulative + Phase 1 AM
Trip Distribution:	Cumul+Phase 1
Paths:	Bluff to 16th
Routes:	Default Route
Configuration:	2015 HCM

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.518
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 22.1
Optimal Cycle: 33 | Level Of Service: C

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	129	1373	96	56	1066	368	197	124	199	65	224	28
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1457	102	59	1132	391	197	124	199	65	224	28
Added Vol:	6	6	2	8	13	0	0	1	2	9	0	3
Committed P:	23	49	0	0	64	10	12	0	9	0	1	0
Initial Fut:	166	1512	104	67	1209	401	209	125	210	74	225	31
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:	166	1512	104	67	1209	401	209	125	210	74	225	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1512	104	67	1209	401	209	125	210	74	225	31
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:	166	1512	104	67	1209	401	209	125	210	74	225	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.76	0.24
Final Sat.:	1900	5187	1900	1900	5187	1900	3686	1900	1900	1900	3173	437
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.05	0.04	0.23	0.21	0.06	0.07	0.11	0.04	0.07	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.17	0.56	0.56	0.07	0.46	0.46	0.13	0.21	0.21	0.08	0.16	0.16
Volume/Cap:	0.51	0.52	0.10	0.52	0.51	0.46	0.44	0.31	0.52	0.52	0.44	0.44
Delay/Veh:	38.9	13.6	10.1	48.6	19.2	18.9	40.9	33.6	36.0	47.8	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	13.6	10.1	48.6	19.2	18.9	40.9	33.6	36.0	47.8	38.5	38.5
LOS by Move:	D	B	B	D	B	B	D	C	D	D	D	D
HCM2kAvgQ:	5	11	1	3	10	8	4	3	6	3	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 53 Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	49	1	70	40	2	19	11	3095	10	43	870	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	49	1	70	40	2	19	12	3285	11	46	924	18
Added Vol:	0	0	0	0	0	4	4	112	0	0	170	0
Committed P:	0	0	0	0	0	0	0	62	0	0	37	0
Initial Fut:	49	1	70	40	2	23	16	3459	11	46	1131	18
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:	49	1	70	40	2	23	16	3459	11	46	1131	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1	70	40	2	23	16	3459	11	46	1131	18
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:	49	1	70	40	2	23	16	3459	11	46	1131	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.98	0.02	1.00	0.95	0.05	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1862	38	1900	1810	90	1900	1900	5171	16	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.02	0.02	0.01	0.01	0.67	0.67	0.02	0.22	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.05	0.05	0.05	0.05	0.05	0.05	0.03	0.86	0.86	0.03	0.86	0.86
Volume/Cap:	0.55	0.55	0.78	0.47	0.47	0.26	0.25	0.78	0.78	0.78	0.25	0.01
Delay/Veh:	54.0	54.0	80.7	50.2	50.2	47.4	49.3	3.8	3.8	95.0	1.3	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	54.0	80.7	50.2	50.2	47.4	49.3	3.8	3.8	95.0	1.3	1.0
LOS by Move:	D	D	F	D	D	D	D	A	A	F	A	A
HCM2kAvgQ:	2	2	4	2	2	1	1	18	18	3	2	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 49 Level Of Service: B

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	19	0	33	267	0	7	17	2490	5	26	1112	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	19	0	33	267	0	7	18	2643	5	28	1180	36
Added Vol:	0	0	0	9	0	2	2	110	0	0	168	3
Committed P:	0	0	0	0	0	0	0	62	0	0	37	0
Initial Fut:	19	0	33	276	0	9	20	2815	5	28	1385	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	33	276	0	9	20	2815	5	28	1385	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	33	276	0	9	20	2815	5	28	1385	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	0	33	276	0	9	20	2815	5	28	1385	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.97	0.00	0.03	1.00	2.99	0.01	1.00	2.92	0.08
Final Sat.:	1900	0	1900	1840	0	60	1900	5177	10	1900	5045	142
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.15	0.00	0.15	0.01	0.54	0.54	0.01	0.27	0.27
Crit Moves:				****				****		****		
Green/Cycle:	0.20	0.00	0.20	0.20	0.00	0.20	0.03	0.72	0.72	0.02	0.71	0.71
Volume/Cap:	0.05	0.00	0.09	0.75	0.00	0.75	0.38	0.75	0.75	0.75	0.38	0.38
Delay/Veh:	32.5	0.0	32.7	46.1	0.0	46.1	52.5	9.4	9.4	108.8	5.7	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	0.0	32.7	46.1	0.0	46.1	52.5	9.4	9.4	108.8	5.7	5.7
LOS by Move:	C	A	C	D	A	D	D	A	A	F	A	A
HCM2kAvgQ:	0	0	1	10	0	10	1	20	20	2	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 49 Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	168	266	114	170	165	247	753	2032	224	101	815	165
Added Vol:	10	0	0	24	0	-3	-46	99	15	0	125	13
Committed P:	1	6	0	0	3	12	24	49	0	0	42	0
Initial Fut:	179	272	114	194	168	256	731	2180	239	101	982	178
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:	179	272	114	194	168	256	731	2180	239	101	982	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	272	114	194	168	256	731	2180	239	101	982	178
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:	179	272	114	194	168	256	731	2180	239	101	982	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.41	0.59	1.61	1.39	2.00	2.00	3.00	1.00	1.00	3.39	0.61
Final Sat.:	1805	2544	1066	2902	2513	3344	3686	5187	1900	1900	5857	1059
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.07	0.07	0.08	0.20	0.42	0.13	0.05	0.17	0.17
Crit Moves:			****		****			****		****		
Green/Cycle:	0.15	0.15	0.15	0.10	0.10	0.46	0.36	0.60	0.60	0.08	0.31	0.31
Volume/Cap:	0.65	0.70	0.70	0.70	0.70	0.17	0.54	0.70	0.21	0.70	0.54	0.54
Delay/Veh:	41.7	43.1	43.1	48.3	48.3	15.9	25.6	14.7	9.4	59.7	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	43.1	43.1	48.3	48.3	15.9	25.6	14.7	9.4	59.7	29.0	29.0
LOS by Move:	D	D	D	D	D	B	C	B	A	E	C	C
HCM2kAvgQ:	7	7	7	5	5	3	9	18	3	5	9	9

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 80 Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Initial Bse:	0	0	0	383	0	288	0	2210	200	0	862	370
Added Vol:	0	0	0	18	0	2	0	123	0	0	136	6
Committed P:	0	0	0	17	0	35	0	12	4	0	42	0
Initial Fut:	0	0	0	418	0	325	0	2345	204	0	1040	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	418	0	325	0	2345	0	0	1040	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	418	0	325	0	2345	0	0	1040	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	418	0	325	0	2345	0	0	1040	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.00	0.65	0.00	0.00	0.20	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.74	0.00	0.00	0.74	0.00
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.87	0.00	0.87	0.00	0.00	0.27	0.00
Delay/Veh:	0.0	0.0	0.0	37.6	0.0	58.7	0.0	12.8	0.0	0.0	4.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.6	0.0	58.7	0.0	12.8	0.0	0.0	4.1	0.0
LOS by Move:	A	A	A	D	A	E	A	B	A	A	A	A
HCM2kAvgQ:	0	0	0	7	0	13	0	31	0	0	4	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 45 Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	1	77	4	304	331	2009	4	18	1193	71
Added Vol:	0	0	0	0	0	7	6	141	0	0	147	0
Committed P:	0	0	0	2	0	0	0	103	0	0	92	1
Initial Fut:	0	0	1	79	4	311	337	2253	4	18	1432	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	79	4	311	337	2253	4	18	1432	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	79	4	311	337	2253	4	18	1432	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	79	4	311	337	2253	4	18	1432	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1900	1808	92	1900	1900	3603	7	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.16	0.18	0.63	0.63	0.01	0.28	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.06	0.06	0.06	0.40	0.34	0.87	0.87	0.01	0.54	0.54
Volume/Cap:	0.00	0.00	0.01	0.72	0.72	0.40	0.52	0.72	0.72	0.72	0.52	0.07
Delay/Veh:	0.0	0.0	44.2	66.1	66.1	21.5	26.9	3.2	3.2	118.0	15.1	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	44.2	66.1	66.1	21.5	26.9	3.2	3.2	118.0	15.1	11.2
LOS by Move:	A	A	D	E	E	C	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	4	4	7	9	14	14	2	10	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 30.1
Optimal Cycle: 180 Level Of Service: C

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	33	1	14	45	2115	1	0	1295	37
Added Vol:	0	0	0	0	0	4	11	129	0	0	144	0
Committed P:	0	0	0	0	0	0	0	108	0	0	93	0
Initial Fut:	0	0	0	33	1	18	56	2352	1	0	1532	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	18	56	2352	1	0	1532	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	18	56	2352	1	0	1532	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	18	56	2352	1	0	1532	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	1.00	0.00	0.63	0.02	0.35	1.00	1.99	0.01	0.00	3.00	1.00
Final Sat.:	0	1900	0	1206	37	658	1900	3608	2	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.03	0.65	0.65	0.00	0.30	0.02
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.03	0.03	0.03	0.63	0.91	0.91	0.00	0.28	0.28
Volume/Cap:	0.00	0.00	0.00	1.04	1.04	1.04	0.05	0.71	0.71	0.00	1.04	0.07
Delay/Veh:	0.0	0.0	0.0	186.6	187	186.6	7.1	1.8	1.8	0.0	69.2	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	186.6	187	186.6	7.1	1.8	1.8	0.0	69.2	26.1
LOS by Move:	A	A	A	F	F	F	A	A	A	A	E	C
HCM2kAvgQ:	0	0	0	4	4	4	1	11	11	0	25	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 49 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	16	61	29	840	51	108	117	1912	25	42	1212	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	61	29	840	51	108	124	2030	27	45	1287	498
Added Vol:	3	0	0	44	0	7	9	118	3	0	134	102
Committed P:	0	0	0	9	0	18	10	93	0	0	91	7
Initial Fut:	19	61	29	893	51	133	143	2241	30	45	1512	607
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	19	61	29	893	51	133	143	2241	30	45	1512	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	61	29	893	51	133	143	2241	30	45	1512	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	61	29	893	51	133	143	2241	30	45	1512	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.36	0.64	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1900	2447	1163	5529	1900	1900	3686	5120	67	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.16	0.03	0.07	0.04	0.44	0.44	0.02	0.29	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.23	0.23	0.23	0.08	0.62	0.62	0.03	0.58	0.00
Volume/Cap:	0.28	0.70	0.70	0.70	0.12	0.31	0.50	0.70	0.70	0.70	0.50	0.00
Delay/Veh:	49.3	64.0	64.0	37.2	30.6	32.3	45.8	13.4	13.4	77.9	12.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	64.0	64.0	37.2	30.6	32.3	45.8	13.4	13.4	77.9	12.7	0.0
LOS by Move:	D	E	E	D	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	10	1	3	3	18	18	3	10	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 31 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	3	24	7	232	41	137	116	1607	17	18	614	50
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	3	25	7	246	44	145	123	1706	18	19	652	53
Added Vol:	0	0	0	28	0	25	16	82	0	0	149	18
Committed P:	0	0	0	12	0	0	0	35	0	0	21	7
Initial Fut:	3	25	7	286	44	170	139	1823	18	19	822	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	25	7	286	44	170	139	1823	18	19	822	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	25	7	286	44	170	139	1823	18	19	822	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	25	7	286	44	170	139	1823	18	19	822	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.77	0.23	1.74	0.26	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1563	456	3505	533	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.08	0.08	0.08	0.07	0.33	0.01	0.01	0.15	0.04
Crit Moves:			****			****		****		****		
Green/Cycle:	0.03	0.03	0.03	0.18	0.18	0.18	0.22	0.69	0.69	0.02	0.49	0.49
Volume/Cap:	0.05	0.48	0.48	0.46	0.46	0.48	0.31	0.48	0.01	0.48	0.31	0.08
Delay/Veh:	47.0	52.6	52.6	37.4	37.4	38.1	32.7	7.3	4.8	57.3	15.6	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	52.6	52.6	37.4	37.4	38.1	32.7	7.3	4.8	57.3	15.6	13.8
LOS by Move:	D	D	D	D	D	D	C	A	A	E	B	B
HCM2kAvgQ:	0	2	2	5	5	5	4	9	0	1	5	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 36 Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	4	19	12	513	6	117	166	1721	2	6	639	305
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	20	13	545	6	124	176	1827	2	6	678	324
Added Vol:	0	0	0	8	0	2	2	108	0	0	165	9
Committed P:	0	0	0	15	0	0	0	47	0	0	28	9
Initial Fut:	4	20	13	568	6	126	178	1982	2	6	871	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	20	13	568	6	126	178	1982	2	6	871	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	20	13	568	6	126	178	1982	2	6	871	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	20	13	568	6	126	178	1982	2	6	871	342
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.61	0.39	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1237	781	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.14	0.00	0.06	0.09	0.36	0.00	0.00	0.16	0.17
Crit Moves:			****	****				****		****		
Green/Cycle:	0.03	0.03	0.03	0.25	0.25	0.25	0.23	0.63	0.63	0.01	0.41	0.66
Volume/Cap:	0.07	0.57	0.57	0.57	0.01	0.25	0.39	0.57	0.00	0.57	0.39	0.26
Delay/Veh:	47.8	60.8	60.8	33.3	27.9	29.9	33.2	10.8	6.8	104.6	20.9	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	60.8	60.8	33.3	27.9	29.9	33.2	10.8	6.8	104.6	20.9	6.9
LOS by Move:	D	E	E	C	C	C	C	B	A	F	C	A
HCM2kAvgQ:	0	2	2	8	0	3	5	13	0	1	7	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 33 Level Of Service: B

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	304	706	749	0	1629	30	77	279	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	323	749	795	0	1729	32	82	296	0
Added Vol:	0	0	0	14	0	88	0	133	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	337	749	883	0	1862	32	82	296	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	337	749	0	0	1862	32	82	296	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	337	749	0	0	1862	32	82	296	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	337	749	0	0	1862	32	82	296	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.24	2.76	1.00	0.00	2.95	0.05	1.00	1.00	0.00
Final Sat.:	0	0	0	2144	4772	1900	0	5100	87	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.00	0.00	0.37	0.37	0.04	0.16	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.26	0.26	0.00	0.00	0.61	0.61	0.07	0.68	0.00
Volume/Cap:	0.00	0.00	0.00	0.60	0.60	0.00	0.00	0.60	0.60	0.60	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	32.9	32.9	0.0	0.0	12.5	12.5	52.4	6.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.9	32.9	0.0	0.0	12.5	12.5	52.4	6.2	0.0
LOS by Move:	A	A	A	C	C	A	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	9	9	0	0	13	13	3	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 1.022
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 56.5
Optimal Cycle: 180 Level Of Service: E

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2	0 1	0 0	0	0 0	2 0	2	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	87	1212	32	0	0	0	1587	316	0	0	266	316
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	92	1287	34	0	0	0	1685	335	0	0	282	335
Added Vol:	0	0	0	0	0	0	133	14	0	0	0	47
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1287	34	0	0	0	1818	349	0	0	282	382
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:	92	1287	34	0	0	0	1818	349	0	0	282	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1287	34	0	0	0	1818	349	0	0	282	382
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:	92	1287	34	0	0	0	1818	349	0	0	282	382
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.20	2.80	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	347	4840	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.02	0.00	0.00	0.00	0.49	0.10	0.00	0.00	0.15	0.20
Crit Moves:		****					****					****
Green/Cycle:	0.26	0.26	0.26	0.00	0.00	0.00	0.48	0.68	0.00	0.00	0.20	0.20
Volume/Cap:	1.02	1.02	0.07	0.00	0.00	0.00	1.02	0.14	0.00	0.00	0.75	1.02
Delay/Veh:	67.1	67.1	27.9	0.0	0.0	0.0	52.8	5.7	0.0	0.0	46.3	92.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	67.1	27.9	0.0	0.0	0.0	52.8	5.7	0.0	0.0	46.3	92.2
LOS by Move:	E	E	C	A	A	A	D	A	A	A	D	F
HCM2kAvgQ:	23	23	1	0	0	0	38	2	0	0	10	18

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 78 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3	1 0	1 0	3	1 1	2 1	1	0 1	1 0	2	1 1
Volume Module:												
Base Vol:	31	2709	9	181	2440	486	886	183	14	21	162	237
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	33	2876	10	192	2590	516	940	194	15	22	172	252
Added Vol:	0	59	0	0	31	0	2	6	0	10	1	0
Committed P:	0	12	1	0	9	0	0	0	2	0	0	0
Initial Fut:	33	2947	11	192	2630	516	942	200	17	32	173	252
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:	33	2947	11	192	2630	516	942	200	17	32	173	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	2947	11	192	2630	516	942	200	17	32	173	252
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:	33	2947	11	192	2630	516	942	200	17	32	173	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.99	0.01	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1900	6891	25	1900	6916	1729	5253	1805	1900	1900	3458	3458
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.43	0.10	0.38	0.30	0.18	0.11	0.01	0.02	0.05	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.03	0.50	0.50	0.12	0.60	0.60	0.21	0.21	0.21	0.09	0.09	0.09
Volume/Cap:	0.64	0.85	0.85	0.85	0.64	0.50	0.85	0.52	0.04	0.20	0.58	0.85
Delay/Veh:	71.9	23.6	23.6	68.0	13.5	11.7	43.2	35.2	31.4	43.1	45.2	58.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	23.6	23.6	68.0	13.5	11.7	43.2	35.2	31.4	43.1	45.2	58.0
LOS by Move:	E	C	C	E	B	B	D	D	C	D	D	E
HCM2kAvgQ:	2	24	24	8	15	10	13	6	0	1	4	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.9
Optimal Cycle: 33 Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	4	2678	8	60	2396	7	6	9	3	38	12	102
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	4	2843	8	64	2543	7	6	10	3	40	13	108
Added Vol:	2	59	0	0	31	10	0	0	2	0	0	0
Committed P:	0	14	1	0	12	0	0	0	0	0	0	0
Initial Fut:	6	2916	9	64	2586	17	6	10	5	40	13	108
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:	6	2916	9	64	2586	17	6	10	5	40	13	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	2916	9	64	2586	17	6	10	5	40	13	108
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:	6	2916	9	64	2586	17	6	10	5	40	13	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	0.40	0.60	1.00	1.00	0.11	0.89
Final Sat.:	1900	6894	22	1900	5187	1900	760	1140	1900	1900	200	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.03	0.50	0.01	0.01	0.01	0.00	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.77	0.77	0.06	0.83	0.83	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.60	0.55	0.55	0.55	0.60	0.01	0.08	0.08	0.03	0.20	0.60	0.60
Delay/Veh:	121.2	4.6	4.6	51.0	3.2	1.5	40.5	40.5	40.1	41.3	47.7	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.2	4.6	4.6	51.0	3.2	1.5	40.5	40.5	40.1	41.3	47.7	47.7
LOS by Move:	F	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	10	10	3	10	0	0	0	0	1	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 58 Level Of Service: B

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	317	2653	0	0	2559	49	26	0	486	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	336	2816	0	0	2716	52	28	0	516	0	0	0
Added Vol:	14	61	0	0	32	0	0	0	8	0	0	0
Committed P:	13	17	0	0	14	0	0	0	14	0	0	0
Initial Fut:	363	2894	0	0	2762	52	28	0	538	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:	363	2894	0	0	2762	52	28	0	538	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	2894	0	0	2762	52	28	0	538	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:	363	2894	0	0	2762	52	28	0	538	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.94	0.06	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5091	96	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.00	0.00	0.54	0.54	0.01	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.84	0.00	0.00	0.71	0.71	0.08	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.76	0.50	0.00	0.00	0.76	0.76	0.18	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	49.3	2.3	0.0	0.0	10.2	10.2	43.4	0.0	42.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	2.3	0.0	0.0	10.2	10.2	43.4	0.0	42.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	7	7	0	0	21	21	1	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 62 Level Of Service: B

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	64	2852	7	85	2743	165	179	81	26	7	68	30
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	68	3027	7	90	2912	175	190	86	28	7	72	32
Added Vol:	0	61	0	0	34	6	14	0	0	0	0	0
Committed P:	6	35	0	0	35	0	0	0	15	0	0	0
Initial Fut:	74	3123	7	90	2981	181	204	86	43	7	72	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:	74	3123	7	90	2981	181	204	86	43	7	72	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	3123	7	90	2981	181	204	86	43	7	72	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:	74	3123	7	90	2981	181	204	86	43	7	72	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.69	0.31
Final Sat.:	1900	6900	16	1900	5187	1900	3686	1900	1900	1900	1318	582
Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.45	0.05	0.57	0.10	0.06	0.05	0.02	0.00	0.05	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.05	0.71	0.71	0.07	0.73	0.73	0.07	0.07	0.07	0.07	0.07	0.07
Volume/Cap:	0.79	0.64	0.64	0.64	0.79	0.13	0.79	0.64	0.32	0.06	0.79	0.79
Delay/Veh:	81.4	8.2	8.2	54.6	9.7	4.1	60.4	55.5	45.6	43.6	71.9	71.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	8.2	8.2	54.6	9.7	4.1	60.4	55.5	45.6	43.6	71.9	71.9
LOS by Move:	F	A	A	D	A	A	E	E	D	D	E	E
HCM2kAvgQ:	4	15	15	4	23	2	5	4	2	0	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 60 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	50	1789	209	559	1808	328	759	396	3	142	400	147
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	53	1899	222	593	1919	348	806	420	3	151	425	156
Added Vol:	0	60	0	0	34	0	1	19	0	0	11	0
Committed P:	0	47	0	0	53	0	0	0	0	0	0	0
Initial Fut:	53	2006	222	593	2006	348	807	439	3	151	436	156
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:	53	2006	222	593	2006	348	807	439	3	151	436	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	2006	222	593	2006	348	807	439	3	151	436	156
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:	53	2006	222	593	2006	348	807	439	3	151	436	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.60	0.40	2.00	3.00	1.00	3.00	1.99	0.01	2.00	3.00	1.00
Final Sat.:	1900	6227	689	3686	5187	1900	5529	3584	26	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.16	0.39	0.18	0.15	0.12	0.12	0.04	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.42	0.42	0.21	0.58	0.58	0.19	0.22	0.22	0.07	0.11	0.11
Volume/Cap:	0.67	0.77	0.77	0.77	0.67	0.32	0.77	0.55	0.55	0.55	0.77	0.76
Delay/Veh:	66.5	26.6	26.6	42.4	14.9	10.9	42.3	35.3	35.3	47.1	50.1	58.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	26.6	26.6	42.4	14.9	10.9	42.3	35.3	35.3	47.1	50.1	58.3
LOS by Move:	E	C	C	D	B	B	D	D	D	D	D	E
HCM2kAvgQ:	3	18	18	11	16	5	10	7	7	3	7	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 28 Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	1539	42	60	1370	49	38	44	13	19	68	77
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	1634	45	64	1454	52	40	47	14	20	72	82
Added Vol:	0	60	0	0	34	0	0	0	0	0	0	0
Committed P:	2	47	10	0	53	0	0	0	5	12	0	0
Initial Fut:	10	1741	55	64	1541	52	40	47	19	32	72	82
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:	10	1741	55	64	1541	52	40	47	19	32	72	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1741	55	64	1541	52	40	47	19	32	72	82
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:	10	1741	55	64	1541	52	40	47	19	32	72	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	0.38	0.44	0.18	0.17	0.39	0.44
Final Sat.:	1900	5029	158	1900	5187	1900	724	838	337	328	737	835
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.03	0.30	0.03	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.68	0.68	0.07	0.73	0.73	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.41	0.51	0.51	0.51	0.41	0.04	0.29	0.29	0.29	0.51	0.51	0.51
Delay/Veh:	58.9	7.9	7.9	48.5	5.1	3.7	34.9	34.9	34.9	37.3	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	7.9	7.9	48.5	5.1	3.7	34.9	34.9	34.9	37.3	37.3	37.3
LOS by Move:	E	A	A	D	A	A	C	C	C	D	D	D
HCM2kAvgQ:	1	10	10	3	7	0	3	3	3	6	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 2.8
Optimal Cycle: 36 Level Of Service: A

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	2834	0	0	1183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Initial Bse:	0	0	0	0	0	0	0	3008	0	0	1256	0
Added Vol:	0	0	0	23	0	46	73	46	0	0	125	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	23	0	46	73	3054	0	0	1381	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	23	0	46	73	3054	0	0	1381	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	23	0	46	73	3054	0	0	1381	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	23	0	46	73	3054	0	0	1381	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.02	0.59	0.00	0.00	0.27	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.02	0.00	0.02	0.06	0.92	0.00	0.00	0.85	0.85
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.64	0.31	0.64	0.00	0.00	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	50.2	0.0	66.5	45.5	1.1	0.0	0.0	1.5	1.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	50.2	0.0	66.5	45.5	1.1	0.0	0.0	1.5	1.1
LOS by Move:	A	A	A	D	A	E	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	2	1	8	0	0	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Scenario Report

Scenario:	CEQA 2015 Phase 1 PM HCM
Command:	CEQA 2015 Phase 1 PM HCM
Volume:	Existing+Commited PM
Geometry:	2015 Bluff to 16th HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Cumulative + Phase 1 PM
Trip Distribution:	Cumul+Phase 1
Paths:	Bluff to 16th
Routes:	Default Route
Configuration:	2015 HCM

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 40 Level Of Service: C

Street Name:	Newport Boulevard									Hospital Road								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	1	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	117	1215		55		48	1513		205		293	135		187		121	178		38	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	117	1215		55		48	1513		205		293	135		187		121	178		38	
Added Vol:	5	18		11		5	15		0		0	1		2		6	2		14	
Committed P:	26	69		0		0	62		6		19	0		41		0	0		0	
Initial Fut:	148	1302		66		53	1590		211		312	136		230		127	180		52	
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:	148	1302		66		53	1590		211		312	136		230		127	180		52	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	148	1302		66		53	1590		211		312	136		230		127	180		52	
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:	148	1302		66		53	1590		211		312	136		230		127	180		52	
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	1.00	0.91	1.00	1.00		0.91	1.00		0.97		1.00	1.00		1.00		1.00	0.95		0.95	
Lanes:	1.00	3.00	1.00	1.00		3.00	1.00		2.00		1.00	1.00		1.00		1.00	1.55		0.45	
Final Sat.:	1900	5187	1900	1900		5187	1900		3686		1900	1900		1900		1900	2801		809	
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.25	0.03	0.03		0.31	0.11		0.08		0.07	0.12		0.07		0.06	0.06			
Crit Moves:	****					****						****		****						
Green/Cycle:	0.13	0.56	0.56	0.06		0.49	0.49		0.17		0.19	0.19		0.11		0.13	0.13			
Volume/Cap:	0.62	0.45	0.06	0.45		0.62	0.23		0.49		0.37	0.62		0.62		0.49	0.49			
Delay/Veh:	46.5	13.3	10.2	48.0		19.0	14.6		38.1		35.6	40.2		48.5		41.2	41.2			
User DelAdj:	1.00	1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00			
AdjDel/Veh:	46.5	13.3	10.2	48.0		19.0	14.6		38.1		35.6	40.2		48.5		41.2	41.2			
LOS by Move:	D	B	B	D		B	B		D		D	D		D		D	D			
HCM2kAvgQ:	5	9	1	2		13	4		5		4	7		5		4	4			

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.5
Optimal Cycle: 44 Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	37	8	29	32	2	18	44	1170	19	53	2788	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	37	8	29	32	2	18	47	1242	20	56	2959	28
Added Vol:	0	0	0	0	0	6	6	213	0	0	171	0
Committed P:	0	0	0	0	0	0	0	56	0	0	95	0
Initial Fut:	37	8	29	32	2	24	53	1511	20	56	3225	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	8	29	32	2	24	53	1511	20	56	3225	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	8	29	32	2	24	53	1511	20	56	3225	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	8	29	32	2	24	53	1511	20	56	3225	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.82	0.18	1.00	0.94	0.06	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1562	338	1900	1788	112	1900	1900	5119	68	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.01	0.03	0.30	0.30	0.03	0.62	0.01
Crit Moves:		****					****				****	
Green/Cycle:	0.03	0.03	0.03	0.03	0.03	0.03	0.04	0.82	0.82	0.08	0.87	0.87
Volume/Cap:	0.72	0.72	0.46	0.54	0.54	0.38	0.72	0.36	0.36	0.36	0.72	0.02
Delay/Veh:	80.3	80.3	52.8	56.8	56.8	51.2	75.9	2.2	2.2	44.8	2.9	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.3	80.3	52.8	56.8	56.8	51.2	75.9	2.2	2.2	44.8	2.9	0.9
LOS by Move:	F	F	D	E	E	D	E	A	A	D	A	A
HCM2kAvgQ:	3	3	2	2	2	1	3	4	4	2	14	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.5
Optimal Cycle: 46 Level Of Service: A

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	21	0	28	88	1	8	16	1279	10	23	2645	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	0	28	88	1	8	17	1358	11	24	2808	140
Added Vol:	0	0	0	7	0	3	3	210	0	0	168	6
Committed P:	0	0	0	0	0	0	0	56	0	0	95	0
Initial Fut:	21	0	28	95	1	11	20	1624	11	24	3071	146
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:	21	0	28	95	1	11	20	1624	11	24	3071	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	28	95	1	11	20	1624	11	24	3071	146
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:	21	0	28	95	1	11	20	1624	11	24	3071	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.89	0.01	0.10	1.00	2.98	0.02	1.00	2.86	0.14
Final Sat.:	1900	0	1900	1687	18	195	1900	5153	34	1900	4951	236
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.06	0.06	0.06	0.01	0.32	0.32	0.01	0.62	0.62
Crit Moves:					****		****				****	
Green/Cycle:	0.08	0.00	0.08	0.08	0.08	0.08	0.01	0.83	0.83	0.03	0.85	0.85
Volume/Cap:	0.14	0.00	0.19	0.73	0.73	0.73	0.73	0.38	0.38	0.38	0.73	0.73
Delay/Veh:	43.5	0.0	43.9	62.2	62.2	62.2	116.2	2.2	2.2	51.0	3.7	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	0.0	43.9	62.2	62.2	62.2	116.2	2.2	2.2	51.0	3.7	3.7
LOS by Move:	D	A	D	E	E	E	F	A	A	D	A	A
HCM2kAvgQ:	1	0	1	5	5	5	2	5	5	1	16	16

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #8 W. Coast Hwy/Superior Ave

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.2
Optimal Cycle: 52 Level Of Service: C

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Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	254	208	78	228	243	710	274	1047	258	240	1968	172
Added Vol:	23	0	0	13	0	-43	9	162	19	0	163	32
Committed P:	0	8	1	0	14	55	32	36	3	0	67	0
Initial Fut:	277	216	79	241	257	722	315	1245	280	240	2198	204
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:	277	216	79	241	257	722	315	1245	280	240	2198	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	216	79	241	257	722	315	1245	280	240	2198	204
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:	277	216	79	241	257	722	315	1245	280	240	2198	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.46	1.13	0.41	1.45	1.55	2.00	2.00	3.00	1.00	1.00	3.66	0.34
Final Sat.:	2622	2045	748	2621	2794	3344	3686	5187	1900	1900	6329	587
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.09	0.09	0.22	0.09	0.24	0.15	0.13	0.35	0.35
Crit Moves:			****			****	****				****	
Green/Cycle:	0.15	0.15	0.15	0.18	0.18	0.30	0.12	0.39	0.39	0.21	0.48	0.48
Volume/Cap:	0.73	0.73	0.73	0.51	0.51	0.73	0.73	0.62	0.38	0.62	0.73	0.73
Delay/Veh:	44.3	44.3	44.3	37.5	37.5	34.2	48.7	25.1	22.1	39.1	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	44.3	44.3	37.5	37.5	34.2	48.7	25.1	22.1	39.1	21.7	21.7
LOS by Move:	D	D	D	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	7	7	7	5	5	13	6	12	6	8	17	17

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Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #9 Newport Blvd/W. Coast Hwy

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 43 Level Of Service: B

****

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Initial Bse:	0	0	0	586	0	393	0	1339	169	0	1935	517
Added Vol:	0	0	0	21	0	13	0	175	0	0	182	13
Committed P:	0	0	0	44	0	19	0	76	7	0	26	0
Initial Fut:	0	0	0	651	0	425	0	1590	176	0	2143	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	651	0	425	0	1590	0	0	2143	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	651	0	425	0	1590	0	0	2143	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	651	0	425	0	1590	0	0	2143	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.22	0.00	0.44	0.00	0.00	0.41	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.32	0.00	0.32	0.00	0.62	0.00	0.00	0.62	0.00
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.71	0.00	0.71	0.00	0.00	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	29.0	0.0	33.9	0.0	13.7	0.0	0.0	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.0	0.0	33.9	0.0	13.7	0.0	0.0	12.6	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	9	0	13	0	18	0	0	16	0

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Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 52 Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	10	11	2	98	2	404	244	1373	5	11	2155	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	10	11	2	98	2	404	259	1457	5	12	2288	74
Added Vol:	0	0	0	0	0	10	11	192	0	0	207	0
Committed P:	0	0	0	2	0	0	0	138	0	0	139	3
Initial Fut:	10	11	2	100	2	414	270	1787	5	12	2634	77
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:	10	11	2	100	2	414	270	1787	5	12	2634	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	100	2	414	270	1787	5	12	2634	77
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:	10	11	2	100	2	414	270	1787	5	12	2634	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	826	909	165	1863	37	1900	1900	3599	11	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.22	0.14	0.50	0.50	0.01	0.51	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.28	0.18	0.83	0.83	0.01	0.66	0.66
Volume/Cap:	0.12	0.12	0.12	0.55	0.55	0.77	0.77	0.60	0.60	0.60	0.77	0.06
Delay/Veh:	41.5	41.5	41.5	46.3	46.3	39.8	49.0	3.2	3.2	91.0	13.0	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	41.5	41.5	46.3	46.3	39.8	49.0	3.2	3.2	91.0	13.0	6.1
LOS by Move:	D	D	D	D	D	D	D	A	A	F	B	A
HCM2kAvgQ:	1	1	1	4	4	13	10	10	10	1	22	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 39 Level Of Service: A

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1	2	55	0	27	100	1461	21	0	2367	55
Added Vol:	0	0	0	0	0	12	7	185	0	0	195	0
Committed P:	0	0	0	0	0	0	0	140	0	0	143	0
Initial Fut:	0	1	2	55	0	39	107	1786	21	0	2705	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	2	55	0	39	107	1786	21	0	2705	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	39	107	1786	21	0	2705	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	2	55	0	39	107	1786	21	0	2705	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.33	0.67	0.59	0.00	0.41	1.00	1.98	0.02	0.00	3.00	1.00
Final Sat.:	0	633	1267	1112	0	788	1900	3568	42	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.06	0.50	0.50	0.00	0.52	0.03
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.07	0.07	0.07	0.00	0.07	0.08	0.87	0.87	0.00	0.78	0.78
Volume/Cap:	0.00	0.02	0.02	0.67	0.00	0.67	0.67	0.58	0.58	0.00	0.67	0.04
Delay/Veh:	0.0	43.0	43.0	56.7	0.0	56.7	54.7	2.1	2.1	0.0	5.4	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	43.0	43.0	56.7	0.0	56.7	54.7	2.1	2.1	0.0	5.4	2.5
LOS by Move:	A	D	D	E	A	E	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	4	8	8	0	15	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 72 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	35	42	41	918	61	119	145	1270	25	50	2153	1021
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	35	42	41	918	61	119	154	1348	27	53	2285	1084
Added Vol:	5	0	0	110	0	14	11	169	5	0	177	75
Committed P:	0	0	0	3	0	23	34	132	0	0	127	12
Initial Fut:	40	42	41	1031	61	156	199	1649	32	53	2589	1171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	40	42	41	1031	61	156	199	1649	32	53	2589	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	42	41	1031	61	156	199	1649	32	53	2589	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	40	42	41	1031	61	156	199	1649	32	53	2589	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1900	1827	1783	5529	1900	1900	3686	5090	97	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.19	0.03	0.08	0.05	0.32	0.32	0.03	0.50	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.22	0.22	0.22	0.07	0.61	0.61	0.05	0.60	0.00
Volume/Cap:	0.76	0.83	0.83	0.83	0.14	0.36	0.83	0.53	0.53	0.53	0.83	0.00
Delay/Veh:	95.1	89.6	89.6	41.7	31.2	33.3	67.0	11.2	11.2	51.3	17.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.1	89.6	89.6	41.7	31.2	33.3	67.0	11.2	11.2	51.3	17.8	0.0
LOS by Move:	F	F	F	D	C	C	E	B	B	D	B	A
HCM2kAvgQ:	3	3	3	13	2	4	5	11	11	2	25	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 40 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	22	15	101	30	152	137	885	17	30	1706	295
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	11	23	16	107	32	161	145	939	18	32	1811	313
Added Vol:	0	0	0	27	0	30	37	182	0	0	139	33
Committed P:	0	0	0	11	0	0	0	31	0	0	53	18
Initial Fut:	11	23	16	145	32	191	182	1152	18	32	2003	364
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:	11	23	16	145	32	191	182	1152	18	32	2003	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	23	16	145	32	191	182	1152	18	32	2003	364
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:	11	23	16	145	32	191	182	1152	18	32	2003	364
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.59	0.41	1.64	0.36	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1200	818	3311	726	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.04	0.04	0.09	0.09	0.21	0.01	0.02	0.36	0.18
Crit Moves:			****			****	****				****	
Green/Cycle:	0.03	0.03	0.03	0.15	0.15	0.15	0.15	0.68	0.68	0.05	0.59	0.59
Volume/Cap:	0.17	0.62	0.62	0.29	0.29	0.62	0.62	0.31	0.01	0.31	0.62	0.31
Delay/Veh:	48.4	64.8	64.8	37.7	37.7	43.3	44.0	6.4	5.1	47.4	13.7	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	64.8	64.8	37.7	37.7	43.3	44.0	6.4	5.1	47.4	13.7	10.5
LOS by Move:	D	E	E	D	D	D	D	A	A	D	B	B
HCM2kAvgQ:	0	2	2	3	3	6	6	5	0	1	15	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.672
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 16.1
Optimal Cycle: 45 | Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	8	23	17	324	6	179	182	797	2	13	1871	757
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	8	24	18	344	6	190	193	846	2	14	1986	804
Added Vol:	0	0	0	14	0	4	4	205	0	0	168	9
Committed P:	0	0	0	14	0	0	0	42	0	0	71	24
Initial Fut:	8	24	18	372	6	194	197	1093	2	14	2225	837
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:	8	24	18	372	6	194	197	1093	2	14	2225	837
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	24	18	372	6	194	197	1093	2	14	2225	837
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:	8	24	18	372	6	194	197	1093	2	14	2225	837
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.58	0.42	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1161	858	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.09	0.00	0.10	0.10	0.20	0.00	0.01	0.40	0.41
Crit Moves:		****				****	****				****	
Green/Cycle:	0.03	0.03	0.03	0.14	0.14	0.14	0.15	0.72	0.72	0.02	0.60	0.74
Volume/Cap:	0.13	0.67	0.67	0.66	0.02	0.67	0.67	0.28	0.00	0.28	0.67	0.56
Delay/Veh:	48.1	72.7	72.7	43.6	36.9	46.7	46.5	4.9	3.9	50.8	13.9	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	72.7	72.7	43.6	36.9	46.7	46.5	4.9	3.9	50.8	13.9	6.1
LOS by Move:	D	E	E	D	D	D	D	A	A	D	B	A
HCM2kAvgQ:	0	3	3	7	0	7	7	4	0	1	17	11

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.490
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 20.6
Optimal Cycle: 27 | Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	590	911	1230	0	765	36	77	233	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	626	967	1306	0	812	38	82	247	0
Added Vol:	0	0	0	46	0	159	0	85	0	0	0	0
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	672	967	1465	0	897	38	82	247	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	672	967	0	0	897	38	82	247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	672	967	0	0	897	38	82	247	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	672	967	0	0	897	38	82	247	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.64	2.36	1.00	0.00	2.88	0.12	1.00	1.00	0.00
Final Sat.:	0	0	0	2836	4080	1900	0	4975	212	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.24	0.00	0.00	0.18	0.18	0.04	0.13	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.48	0.48	0.00	0.00	0.37	0.37	0.09	0.46	0.00
Volume/Cap:	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.49	0.49	0.49	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	17.6	17.6	0.0	0.0	24.6	24.6	45.7	17.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.6	17.6	0.0	0.0	24.6	24.6	45.7	17.2	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	9	9	0	0	8	8	3	5	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.6
Optimal Cycle: 34 Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	109	907	92	0	0	0	734	601	0	0	202	203
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	116	963	98	0	0	0	779	638	0	0	214	215
Added Vol:	0	0	0	0	0	0	85	46	0	0	0	28
Committed P:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	963	98	0	0	0	864	684	0	0	214	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	963	98	0	0	0	864	684	0	0	214	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	963	98	0	0	0	864	684	0	0	214	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	963	98	0	0	0	864	684	0	0	214	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.32	2.68	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	556	4631	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.05	0.00	0.00	0.00	0.23	0.19	0.00	0.00	0.11	0.13
Crit Moves:		****					****					****
Green/Cycle:	0.34	0.34	0.34	0.00	0.00	0.00	0.39	0.60	0.00	0.00	0.21	0.21
Volume/Cap:	0.61	0.61	0.15	0.00	0.00	0.00	0.61	0.32	0.00	0.00	0.53	0.61
Delay/Veh:	27.9	27.9	22.9	0.0	0.0	0.0	25.4	10.1	0.0	0.0	36.5	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	22.9	0.0	0.0	0.0	25.4	10.1	0.0	0.0	36.5	38.4
LOS by Move:	C	C	C	A	A	A	C	B	A	A	D	D
HCM2kAvgQ:	11	11	2	0	0	0	11	5	0	0	6	8

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 72 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	65	2649	38	202	3114	757	731	171	33	54	321	152
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	69	2812	40	214	3306	804	776	182	35	57	341	161
Added Vol:	0	60	9	0	76	2	1	3	0	0	5	0
Committed P:	0	21	0	0	31	0	0	0	11	0	0	0
Initial Fut:	69	2893	49	214	3413	806	777	185	46	57	346	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	2893	49	214	3413	806	777	185	46	57	346	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	2893	49	214	3413	806	777	185	46	57	346	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	2893	49	214	3413	806	777	185	46	57	346	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.93	0.07	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.73	1.27
Final Sat.:	1900	6800	116	1900	6916	1729	5253	1805	1900	1900	4715	2201
Capacity Analysis Module:												
Vol/Sat:	0.04	0.43	0.43	0.11	0.49	0.47	0.15	0.10	0.02	0.03	0.07	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.04	0.52	0.52	0.14	0.61	0.61	0.18	0.18	0.18	0.09	0.09	0.09
Volume/Cap:	0.81	0.83	0.83	0.83	0.81	0.77	0.83	0.57	0.14	0.34	0.83	0.83
Delay/Veh:	90.0	22.1	22.1	61.0	16.3	15.1	44.5	38.0	34.7	44.0	53.8	53.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.0	22.1	22.1	61.0	16.3	15.1	44.5	38.0	34.7	44.0	53.8	53.8
LOS by Move:	F	C	C	E	B	B	D	D	C	D	D	D
HCM2kAvgQ:	4	23	23	9	24	21	11	6	1	2	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 51 Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	7	2542	55	142	3061	62	18	23	14	33	15	95
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	7	2698	58	151	3249	66	19	24	15	35	16	101
Added Vol:	2	60	0	0	76	0	9	0	2	0	0	0
Committed P:	0	25	0	0	48	0	0	0	0	0	0	0
Initial Fut:	9	2783	58	151	3373	66	28	24	17	35	16	101
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:	9	2783	58	151	3373	66	28	24	17	35	16	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2783	58	151	3373	66	28	24	17	35	16	101
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:	9	2783	58	151	3373	66	28	24	17	35	16	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.92	0.08	1.00	3.00	1.00	0.54	0.46	1.00	1.00	0.14	0.86
Final Sat.:	1900	6774	142	1900	5187	1900	1017	883	1900	1900	259	1641
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.08	0.65	0.03	0.03	0.03	0.01	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.72	0.72	0.14	0.85	0.85	0.08	0.08	0.08	0.08	0.08	0.08
Volume/Cap:	0.76	0.57	0.57	0.57	0.76	0.04	0.34	0.34	0.11	0.23	0.76	0.76
Delay/Veh:	181.1	6.8	6.8	43.2	3.9	1.1	44.8	44.8	43.0	43.8	65.0	65.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	181.1	6.8	6.8	43.2	3.9	1.1	44.8	44.8	43.0	43.8	65.0	65.0
LOS by Move:	F	A	A	D	A	A	D	D	D	D	E	E
HCM2kAvgQ:	1	12	12	5	17	0	2	2	1	1	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.055
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.5
Optimal Cycle: 180 Level Of Service: D

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	771	2633	0	0	3354	53	131	0	570	0	0	0
Added Vol:	12	62	0	0	78	0	0	0	16	0	0	0
Committed P:	27	28	0	0	51	0	0	0	50	0	0	0
Initial Fut:	810	2723	0	0	3483	53	131	0	636	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:	810	2723	0	0	3483	53	131	0	636	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	810	2723	0	0	3483	53	131	0	636	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:	810	2723	0	0	3483	53	131	0	636	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.95	0.05	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5109	78	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.39	0.00	0.00	0.68	0.68	0.07	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.21	0.85	0.00	0.00	0.65	0.65	0.07	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	1.05	0.46	0.00	0.00	1.05	1.05	1.05	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	87.4	1.8	0.0	0.0	50.1	50.1	143.0	0.0	34.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.4	1.8	0.0	0.0	50.1	50.1	143.0	0.0	34.9	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D	D	F	A	C	A	A	A
HCM2kAvgQ:	20	6	0	0	54	54	8	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.067
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.4
Optimal Cycle: 180 Level Of Service: D

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	118	2892	16	133	3731	153	266	80	51	19	132	23
Added Vol:	0	64	0	0	79	15	10	0	0	0	0	0
Committed P:	14	68	0	0	111	0	0	0	21	0	0	0
Initial Fut:	132	3024	16	133	3921	168	276	80	72	19	132	23
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:	132	3024	16	133	3921	168	276	80	72	19	132	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	3024	16	133	3921	168	276	80	72	19	132	23
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:	132	3024	16	133	3921	168	276	80	72	19	132	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1900	6880	36	1900	5187	1900	3686	1900	1900	1900	1614	286
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.44	0.07	0.76	0.09	0.07	0.04	0.04	0.01	0.08	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.67	0.67	0.11	0.71	0.71	0.07	0.07	0.07	0.08	0.08	0.08
Volume/Cap:	1.07	0.66	0.66	0.66	1.07	0.12	1.07	0.60	0.54	0.13	1.07	1.07
Delay/Veh:	146.9	10.2	10.2	50.7	51.3	4.7	121.4	52.3	49.3	43.5	140	140.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	146.9	10.2	10.2	50.7	51.3	4.7	121.4	52.3	49.3	43.5	140	140.0
LOS by Move:	F	B	B	D	D	A	F	D	D	D	F	F
HCM2kAvgQ:	8	16	16	5	60	2	9	3	3	1	9	9

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: 79 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	63	1820	169	714	2315	347	707	393	22	276	485	201
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	67	1932	179	758	2457	368	750	417	23	293	515	213
Added Vol:	0	62	0	0	77	2	2	15	0	0	22	0
Committed P:	0	67	0	0	51	0	0	0	0	0	0	0
Initial Fut:	67	2061	179	758	2585	370	752	432	23	293	537	213
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:	67	2061	179	758	2585	370	752	432	23	293	537	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	2061	179	758	2585	370	752	432	23	293	537	213
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:	67	2061	179	758	2585	370	752	432	23	293	537	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.68	0.32	2.00	3.00	1.00	3.00	1.90	0.10	2.00	3.00	1.00
Final Sat.:	1900	6362	554	3686	5187	1900	5529	3425	185	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.21	0.50	0.19	0.14	0.13	0.13	0.08	0.10	0.11
Crit Moves:	****				****		****					****
Green/Cycle:	0.04	0.38	0.38	0.24	0.59	0.59	0.16	0.18	0.18	0.11	0.13	0.13
Volume/Cap:	0.85	0.84	0.84	0.84	0.85	0.33	0.85	0.70	0.70	0.70	0.78	0.85
Delay/Veh:	102.1	30.7	30.7	43.3	19.5	10.8	48.7	42.1	42.1	48.1	47.9	65.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.1	30.7	30.7	43.3	19.5	10.8	48.7	42.1	42.1	48.1	47.9	65.5
LOS by Move:	F	C	C	D	B	B	D	D	D	D	D	E
HCM2kAvgQ:	4	20	20	14	26	6	10	8	8	6	8	9

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 31 Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	1402	50	85	2084	29	36	48	21	20	37	59
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	1488	53	90	2212	31	38	51	22	21	39	63
Added Vol:	0	62	0	0	77	0	0	0	0	0	0	0
Committed P:	3	67	12	0	51	0	0	0	5	9	0	0
Initial Fut:	24	1617	65	90	2340	31	38	51	27	30	39	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1617	65	90	2340	31	38	51	27	30	39	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1617	65	90	2340	31	38	51	27	30	39	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1617	65	90	2340	31	38	51	27	30	39	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	1.00	3.00	1.00	0.33	0.44	0.23	0.23	0.30	0.47
Final Sat.:	1900	4986	201	1900	5187	1900	623	831	445	435	565	901
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.05	0.45	0.02	0.06	0.06	0.06	0.07	0.07	0.07
Crit Moves:	****				****						****	
Green/Cycle:	0.02	0.71	0.71	0.10	0.79	0.79	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.57	0.45	0.45	0.45	0.57	0.02	0.50	0.50	0.50	0.57	0.57	0.57
Delay/Veh:	65.1	6.2	6.2	43.8	4.0	2.1	42.7	42.7	42.7	44.6	44.6	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.1	6.2	6.2	43.8	4.0	2.1	42.7	42.7	42.7	44.6	44.6	44.6
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	8	8	3	10	0	4	4	4	5	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Year 2015 Cumulative Conditions with Phase 1 Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 3.5
Optimal Cycle: 39 Level Of Service: A

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1487	0	0	2818	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00	1.06	1.00
Initial Bse:	0	0	0	0	0	0	0	1578	0	0	2991	0
Added Vol:	0	0	0	25	0	81	52	165	0	0	93	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	25	0	81	52	1743	0	0	3084	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	25	0	81	52	1743	0	0	3084	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	0	81	52	1743	0	0	3084	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	25	0	81	52	1743	0	0	3084	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.01	0.34	0.00	0.00	0.59	0.03
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.04	0.00	0.04	0.02	0.90	0.00	0.00	0.88	0.88
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.67	0.67	0.37	0.00	0.00	0.67	0.03
Delay/Veh:	0.0	0.0	0.0	47.5	0.0	61.6	69.5	0.7	0.0	0.0	2.1	0.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.5	0.0	61.6	69.5	0.7	0.0	0.0	2.1	0.7
LOS by Move:	A	A	A	D	A	E	E	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	3	2	3	0	0	11	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Scenario Report

Scenario:	CEQA Ex+Project AM HCM
Command:	CEQA Ex+Project AM HCM
Volume:	Existing AM
Geometry:	2015 Planned HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Proposed Project AM
Trip Distribution:	Project
Paths:	Bluff to 19th
Routes:	Default Route
Configuration:	HCM

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 30 Level Of Service: C

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 3	0	1	2 0 1	0	1	1 0 1	1	0
Volume Module:												
Base Vol:	129	1373	96	56	1066	368	197	124	199	65	224	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1373	96	56	1066	368	197	124	199	65	224	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1373	96	56	1066	368	197	124	199	65	224	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1373	96	56	1066	368	197	124	199	65	224	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1373	96	56	1066	368	197	124	199	65	224	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	1373	96	56	1066	368	197	124	199	65	224	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.78	0.22
Final Sat.:	1900	5187	1900	1900	5187	1900	3686	1900	1900	1900	3209	401
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.05	0.03	0.21	0.19	0.05	0.07	0.10	0.03	0.07	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.16	0.56	0.56	0.06	0.47	0.47	0.13	0.22	0.22	0.07	0.17	0.17
Volume/Cap:	0.44	0.47	0.09	0.47	0.44	0.41	0.42	0.29	0.47	0.47	0.42	0.42
Delay/Veh:	39.3	13.2	10.1	48.2	17.8	17.8	40.8	32.7	34.6	47.0	37.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	13.2	10.1	48.2	17.8	17.8	40.8	32.7	34.6	47.0	37.8	37.8
LOS by Move:	D	B	B	D	B	B	D	C	C	D	D	D
HCM2kAvgQ:	4	9	1	2	8	7	3	3	6	3	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.710
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 5.8
Optimal Cycle: 43 | Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	49	1	70	40	2	19	11	3095	10	43	870	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:	49	1	70	40	2	19	11	3095	10	43	870	17
Added Vol:	0	0	0	0	0	0	0	47	0	0	116	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1	70	40	2	19	11	3142	10	43	986	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:	49	1	70	40	2	19	11	3142	10	43	986	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1	70	40	2	19	11	3142	10	43	986	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:	49	1	70	40	2	19	11	3142	10	43	986	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.98	0.02	1.00	0.95	0.05	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1862	38	1900	1810	90	1900	1900	5171	16	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.02	0.02	0.01	0.01	0.61	0.61	0.02	0.19	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.05	0.05	0.05	0.05	0.05	0.05	0.03	0.86	0.86	0.03	0.86	0.86
Volume/Cap:	0.51	0.51	0.71	0.43	0.43	0.19	0.22	0.71	0.71	0.71	0.22	0.01
Delay/Veh:	50.4	50.4	67.9	48.9	48.9	46.4	49.9	3.2	3.2	80.2	1.2	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	50.4	67.9	48.9	48.9	46.4	49.9	3.2	3.2	80.2	1.2	1.0
LOS by Move:	D	D	E	D	D	D	D	A	A	F	A	A
HCM2kAvgQ:	2	2	4	2	2	1	1	14	14	3	2	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.689
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 11.0
Optimal Cycle: 41 | Level Of Service: B

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	19	0	33	267	0	7	17	2490	5	26	1112	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	33	267	0	7	17	2490	5	26	1112	34
Added Vol:	0	0	0	0	0	0	0	47	0	0	116	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	0	33	267	0	7	17	2537	5	26	1228	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	33	267	0	7	17	2537	5	26	1228	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	33	267	0	7	17	2537	5	26	1228	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	0	33	267	0	7	17	2537	5	26	1228	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.97	0.00	0.03	1.00	2.99	0.01	1.00	2.92	0.08
Final Sat.:	1900	0	1900	1851	0	49	1900	5177	10	1900	5047	140
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.14	0.00	0.14	0.01	0.49	0.49	0.01	0.24	0.24
Crit Moves:				****				****		****		
Green/Cycle:	0.21	0.00	0.21	0.21	0.00	0.21	0.03	0.71	0.71	0.02	0.70	0.70
Volume/Cap:	0.05	0.00	0.08	0.69	0.00	0.69	0.35	0.69	0.69	0.69	0.35	0.35
Delay/Veh:	31.6	0.0	31.9	41.6	0.0	41.6	52.0	8.8	8.8	91.2	5.8	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	0.0	31.9	41.6	0.0	41.6	52.0	8.8	8.8	91.2	5.8	5.8
LOS by Move:	C	A	C	D	A	D	D	A	A	F	A	A
HCM2kAvgQ:	0	0	1	9	0	9	1	17	17	2	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 43 Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	168	266	114	170	165	247	709	1914	211	95	768	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	266	114	170	165	247	709	1914	211	95	768	155
Added Vol:	12	0	0	0	0	-125	-350	79	29	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	266	114	170	165	122	359	1993	240	95	797	155
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:	180	266	114	170	165	122	359	1993	240	95	797	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	266	114	170	165	122	359	1993	240	95	797	155
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:	180	266	114	170	165	122	359	1993	240	95	797	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.40	0.60	1.52	1.48	2.00	2.00	3.00	1.00	1.00	3.35	0.65
Final Sat.:	1805	2527	1083	2748	2667	3344	3686	5187	1900	1900	5790	1126
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.06	0.06	0.04	0.10	0.38	0.13	0.05	0.14	0.14
Crit Moves:		****			****			****		****		
Green/Cycle:	0.16	0.16	0.16	0.09	0.09	0.37	0.28	0.59	0.59	0.08	0.39	0.39
Volume/Cap:	0.62	0.65	0.65	0.65	0.65	0.10	0.35	0.65	0.21	0.65	0.35	0.35
Delay/Veh:	40.4	41.2	41.2	46.7	46.7	20.6	29.3	14.3	9.8	55.1	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	41.2	41.2	46.7	46.7	20.6	29.3	14.3	9.8	55.1	21.7	21.7
LOS by Move:	D	D	D	D	D	C	C	B	A	E	C	C
HCM2kAvgQ:	6	7	7	5	5	1	5	15	3	4	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 58 Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	383	0	288	0	2082	188	0	812	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	383	0	288	0	2082	188	0	812	349
Added Vol:	0	0	0	0	0	0	0	79	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	383	0	288	0	2161	188	0	841	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	383	0	288	0	2161	0	0	841	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	383	0	288	0	2161	0	0	841	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	383	0	288	0	2161	0	0	841	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.15	0.00	0.60	0.00	0.00	0.16	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.75	0.00	0.00	0.75	0.00
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.80	0.00	0.80	0.00	0.00	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	37.5	0.0	50.5	0.0	9.5	0.0	0.0	3.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.5	0.0	50.5	0.0	9.5	0.0	0.0	3.8	0.0
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	11	0	23	0	0	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 35 Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	0	0	1	77	4	304	312	1893	4	17	1124	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	1	77	4	304	312	1893	4	17	1124	67
Added Vol:	0	0	0	0	0	11	32	47	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	77	4	315	344	1940	4	17	1142	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	77	4	315	344	1940	4	17	1142	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	77	4	315	344	1940	4	17	1142	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	1	77	4	315	344	1940	4	17	1142	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	0	0	1900	1806	94	1900	1900	3603	7	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.04	0.17	0.18	0.54	0.54	0.01	0.22	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.07	0.07	0.07	0.46	0.39	0.86	0.86	0.01	0.48	0.48
Volume/Cap:	0.00	0.00	0.01	0.63	0.63	0.36	0.46	0.63	0.63	0.63	0.46	0.07
Delay/Veh:	0.0	0.0	43.5	54.8	54.8	17.6	22.9	2.6	2.6	87.7	17.6	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	43.5	54.8	54.8	17.6	22.9	2.6	2.6	87.7	17.6	14.1
LOS by Move:	A	A	D	D	D	B	C	A	A	F	B	B
HCM2kAvgQ:	0	0	0	4	4	6	8	10	10	1	9	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 83 Level Of Service: B

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	33	1	14	42	1992	1	0	1220	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	33	1	14	42	1992	1	0	1220	35
Added Vol:	0	0	0	0	0	6	18	29	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	33	1	20	60	2021	1	0	1232	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	1	20	60	2021	1	0	1232	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	1	20	60	2021	1	0	1232	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	33	1	20	60	2021	1	0	1232	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	1.00	0.00	0.61	0.02	0.37	1.00	1.99	0.01	0.00	3.00	1.00
Final Sat.:	0	1900	0	1161	35	704	1900	3608	2	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.03	0.03	0.56	0.56	0.00	0.24	0.02
Crit Moves:					****			****				
Green/Cycle:	0.00	0.00	0.00	0.03	0.03	0.03	0.64	0.91	0.91	0.00	0.27	0.27
Volume/Cap:	0.00	0.00	0.00	0.88	0.88	0.88	0.05	0.62	0.62	0.00	0.88	0.07
Delay/Veh:	0.0	0.0	0.0	121.3	121	121.3	6.8	1.3	1.3	0.0	41.6	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	121.3	121	121.3	6.8	1.3	1.3	0.0	41.6	27.2
LOS by Move:	A	A	A	F	F	F	A	A	A	A	D	C
HCM2kAvgQ:	0	0	0	4	4	4	1	8	8	0	17	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 41 Level Of Service: B

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	16	61	29	840	51	108	117	1912	25	42	1212	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	61	29	840	51	108	117	1912	25	42	1212	469
Added Vol:	0	0	0	0	0	0	0	29	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	61	29	840	51	108	117	1941	25	42	1224	469
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	61	29	840	51	108	117	1941	25	42	1224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	61	29	840	51	108	117	1941	25	42	1224	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	61	29	840	51	108	117	1941	25	42	1224	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.36	0.64	3.00	1.00	1.00	2.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1900	2447	1163	5529	1900	1900	3686	5121	66	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.15	0.03	0.06	0.03	0.38	0.38	0.02	0.24	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.24	0.24	0.24	0.08	0.60	0.60	0.04	0.56	0.00
Volume/Cap:	0.21	0.63	0.63	0.63	0.11	0.24	0.42	0.63	0.63	0.63	0.42	0.00
Delay/Veh:	47.9	55.9	55.9	34.9	29.6	30.7	45.1	13.1	13.1	65.1	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	55.9	55.9	34.9	29.6	30.7	45.1	13.1	13.1	65.1	12.6	0.0
LOS by Move:	D	E	E	C	C	C	D	B	B	E	B	A
HCM2kAvgQ:	1	3	3	9	1	3	2	14	14	2	8	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 28 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	3	24	7	232	41	137	116	1607	17	18	614	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	24	7	232	41	137	116	1607	17	18	614	50
Added Vol:	0	0	0	15	0	0	0	12	0	0	29	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	24	7	247	41	137	116	1619	17	18	643	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	24	7	247	41	137	116	1619	17	18	643	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	24	7	247	41	137	116	1619	17	18	643	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	24	7	247	41	137	116	1619	17	18	643	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.77	0.23	1.72	0.28	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1563	456	3463	575	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.07	0.07	0.07	0.06	0.29	0.01	0.01	0.12	0.05
Crit Moves:			****	****				****		****		
Green/Cycle:	0.04	0.04	0.04	0.17	0.17	0.17	0.24	0.69	0.69	0.02	0.48	0.48
Volume/Cap:	0.04	0.42	0.42	0.42	0.42	0.40	0.24	0.42	0.01	0.42	0.24	0.10
Delay/Veh:	46.7	51.1	51.1	37.6	37.6	37.9	31.2	6.7	4.7	55.0	15.4	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	51.1	51.1	37.6	37.6	37.9	31.2	6.7	4.7	55.0	15.4	14.3
LOS by Move:	D	D	D	D	D	D	C	A	A	E	B	B
HCM2kAvgQ:	0	1	1	4	4	4	3	8	0	1	4	2

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 33 Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 0			2 0 1 0 1			1 0 3 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	4	19	12	513	6	117	166	1721	2	6	639	305
Growth Adj:	1.00	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	19	12	513	6	117	166	1721	2	6	639	305
Added Vol:	0	0	0	21	0	0	0	27	0	0	73	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	19	12	534	6	117	166	1748	2	6	712	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	19	12	534	6	117	166	1748	2	6	712	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	19	12	534	6	117	166	1748	2	6	712	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	19	12	534	6	117	166	1748	2	6	712	349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.61	0.39	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1237	781	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.14	0.00	0.06	0.08	0.32	0.00	0.00	0.13	0.17
Crit Moves:			****	****				****		****		
Green/Cycle:	0.03	0.03	0.03	0.27	0.27	0.27	0.24	0.62	0.62	0.01	0.38	0.65
Volume/Cap:	0.07	0.51	0.51	0.51	0.01	0.22	0.34	0.51	0.00	0.51	0.34	0.27
Delay/Veh:	47.6	55.1	55.1	31.6	27.0	28.8	31.7	10.8	7.3	83.3	22.1	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	55.1	55.1	31.6	27.0	28.8	31.7	10.8	7.3	83.3	22.1	7.6
LOS by Move:	D	E	E	C	C	C	C	B	A	F	C	A
HCM2kAvgQ:	0	2	2	8	0	3	4	11	0	1	6	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 29 Level Of Service: B

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 0			1 1 2 0 1			0 0 2 1 0			1 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	304	706	749	0	1629	30	77	279	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	304	706	749	0	1629	30	77	279	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	304	706	749	0	1629	30	77	279	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	304	706	0	0	1629	30	77	279	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	304	706	0	0	1629	30	77	279	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	304	706	0	0	1629	30	77	279	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.20	2.80	1.00	0.00	2.95	0.05	1.00	1.00	0.00
Final Sat.:	0	0	0	2082	4834	1900	0	5093	94	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.00	0.00	0.32	0.32	0.04	0.15	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.59	0.59	0.08	0.67	0.00
Volume/Cap:	0.00	0.00	0.00	0.54	0.54	0.00	0.00	0.54	0.54	0.54	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	31.4	31.4	0.0	0.0	12.3	12.3	48.6	6.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.4	31.4	0.0	0.0	12.3	12.3	48.6	6.5	0.0
LOS by Move:	A	A	A	C	C	A	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	8	8	0	0	11	11	3	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.901
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 36.9
Optimal Cycle: 94 Level Of Service: D

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	87	1212	32	0	0	0	1587	316	0	0	266	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	1212	32	0	0	0	1587	316	0	0	266	316
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1212	32	0	0	0	1587	316	0	0	266	316
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:	87	1212	32	0	0	0	1587	316	0	0	266	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1212	32	0	0	0	1587	316	0	0	266	316
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:	87	1212	32	0	0	0	1587	316	0	0	266	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.20	2.80	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	347	4840	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.02	0.00	0.00	0.00	0.43	0.09	0.00	0.00	0.14	0.17
Crit Moves:		****					****					****
Green/Cycle:	0.28	0.28	0.28	0.00	0.00	0.00	0.48	0.66	0.00	0.00	0.18	0.18
Volume/Cap:	0.90	0.90	0.06	0.00	0.00	0.00	0.90	0.13	0.00	0.00	0.76	0.90
Delay/Veh:	42.9	42.9	26.6	0.0	0.0	0.0	30.8	6.3	0.0	0.0	47.9	65.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	42.9	26.6	0.0	0.0	0.0	30.8	6.3	0.0	0.0	47.9	65.1
LOS by Move:	D	D	C	A	A	A	C	A	A	A	D	E
HCM2kAvgQ:	18	18	1	0	0	0	27	2	0	0	10	13

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 72 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	31	2709	9	181	2440	486	886	183	14	21	162	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	2709	9	181	2440	486	886	183	14	21	162	237
Added Vol:	0	182	0	0	78	17	51	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	2891	9	181	2518	503	937	183	14	21	162	237
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:	31	2891	9	181	2518	503	937	183	14	21	162	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	2891	9	181	2518	503	937	183	14	21	162	237
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:	31	2891	9	181	2518	503	937	183	14	21	162	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.99	0.01	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1900	6895	21	1900	6916	1729	5253	1805	1900	1900	3458	3458
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.42	0.10	0.36	0.29	0.18	0.10	0.01	0.01	0.05	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.03	0.51	0.51	0.12	0.60	0.60	0.22	0.22	0.22	0.08	0.08	0.08
Volume/Cap:	0.61	0.83	0.83	0.83	0.61	0.49	0.83	0.47	0.03	0.13	0.57	0.83
Delay/Veh:	68.2	22.7	22.7	65.5	13.1	11.6	41.8	34.4	31.0	42.9	45.2	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	22.7	22.7	65.5	13.1	11.6	41.8	34.4	31.0	42.9	45.2	56.5
LOS by Move:	E	C	C	E	B	B	D	C	C	D	D	E
HCM2kAvgQ:	2	23	23	8	14	10	12	6	0	1	4	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.5
Optimal Cycle: 31 Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	4	2678	8	60	2396	7	6	9	3	38	12	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	2678	8	60	2396	7	6	9	3	38	12	102
Added Vol:	0	182	0	0	78	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2860	8	60	2474	7	6	9	3	38	12	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	2860	8	60	2474	7	6	9	3	38	12	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2860	8	60	2474	7	6	9	3	38	12	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2860	8	60	2474	7	6	9	3	38	12	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	0.40	0.60	1.00	1.00	0.11	0.89
Final Sat.:	1900	6897	19	1900	5187	1900	760	1140	1900	1900	200	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.03	0.48	0.00	0.01	0.01	0.00	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.78	0.78	0.06	0.83	0.83	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.57	0.53	0.53	0.53	0.57	0.00	0.08	0.08	0.02	0.19	0.57	0.57
Delay/Veh:	131.8	4.4	4.4	50.6	2.9	1.4	40.6	40.6	40.2	41.4	46.7	46.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.8	4.4	4.4	50.6	2.9	1.4	40.6	40.6	40.2	41.4	46.7	46.7
LOS by Move:	F	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	9	9	3	9	0	0	0	0	1	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 52 Level Of Service: B

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	317	2653	0	0	2559	49	26	0	486	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:	317	2653	0	0	2559	49	26	0	486	0	0	0
Added Vol:	30	182	0	0	78	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	2835	0	0	2637	49	26	0	500	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:	347	2835	0	0	2637	49	26	0	500	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	2835	0	0	2637	49	26	0	500	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:	347	2835	0	0	2637	49	26	0	500	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.95	0.05	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5092	95	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.41	0.00	0.00	0.52	0.52	0.01	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.84	0.00	0.00	0.71	0.71	0.08	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.73	0.49	0.00	0.00	0.73	0.73	0.18	0.00	0.73	0.00	0.00	0.00
Delay/Veh:	47.3	2.1	0.0	0.0	9.2	9.2	43.8	0.0	40.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	2.1	0.0	0.0	9.2	9.2	43.8	0.0	40.9	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	7	7	0	0	19	19	1	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.746
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.7
Optimal Cycle: 55 | Level Of Service: B

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	64	2852	7	85	2743	165	179	81	26	7	68	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	2852	7	85	2743	165	179	81	26	7	68	30
Added Vol:	0	177	0	0	77	15	34	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	3029	7	85	2820	180	213	81	26	7	68	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	3029	7	85	2820	180	213	81	26	7	68	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	3029	7	85	2820	180	213	81	26	7	68	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	3029	7	85	2820	180	213	81	26	7	68	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.69	0.31
Final Sat.:	1900	6900	16	1900	5187	1900	3686	1900	1900	1900	1318	582
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.04	0.54	0.09	0.06	0.04	0.01	0.00	0.05	0.05
Crit Moves:	****				****		****					****
Green/Cycle:	0.05	0.70	0.70	0.07	0.73	0.73	0.08	0.08	0.08	0.07	0.07	0.07
Volume/Cap:	0.75	0.63	0.63	0.63	0.75	0.13	0.75	0.55	0.18	0.05	0.75	0.75
Delay/Veh:	76.9	8.2	8.2	54.0	8.9	4.1	55.5	48.9	43.7	43.7	66.4	66.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.9	8.2	8.2	54.0	8.9	4.1	55.5	48.9	43.7	43.7	66.4	66.4
LOS by Move:	E	A	A	D	A	A	E	D	D	D	E	E
HCM2kAvgQ:	4	14	14	4	20	2	5	3	1	0	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.749
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 28.9
Optimal Cycle: 55 | Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	50	1789	209	559	1808	328	759	396	3	142	400	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1789	209	559	1808	328	759	396	3	142	400	147
Added Vol:	0	54	10	0	16	61	123	22	0	3	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1843	219	559	1824	389	882	418	3	145	414	147
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:	50	1843	219	559	1824	389	882	418	3	145	414	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1843	219	559	1824	389	882	418	3	145	414	147
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:	50	1843	219	559	1824	389	882	418	3	145	414	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.58	0.42	2.00	3.00	1.00	3.00	1.99	0.01	2.00	3.00	1.00
Final Sat.:	1900	6181	735	3686	5187	1900	5529	3584	26	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.15	0.35	0.20	0.16	0.12	0.12	0.04	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.40	0.40	0.20	0.56	0.56	0.21	0.24	0.24	0.08	0.11	0.11
Volume/Cap:	0.63	0.75	0.75	0.75	0.63	0.37	0.75	0.49	0.49	0.49	0.75	0.73
Delay/Veh:	62.2	27.0	27.0	41.7	15.5	12.5	39.6	33.2	33.2	45.3	49.0	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	27.0	27.0	41.7	15.5	12.5	39.6	33.2	33.2	45.3	49.0	55.6
LOS by Move:	E	C	C	D	B	B	D	C	C	D	D	E
HCM2kAvgQ:	3	16	16	10	14	7	10	6	6	3	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.463
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 9.2
Optimal Cycle: 25 | Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	8	1539	42	60	1370	49	38	44	13	19	68	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1539	42	60	1370	49	38	44	13	19	68	77
Added Vol:	0	64	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1603	42	60	1390	49	38	44	13	19	68	77
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:	8	1603	42	60	1390	49	38	44	13	19	68	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1603	42	60	1390	49	38	44	13	19	68	77
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:	8	1603	42	60	1390	49	38	44	13	19	68	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.92	0.08	1.00	3.00	1.00	0.40	0.46	0.14	0.12	0.41	0.47
Final Sat.:	1900	5055	132	1900	5187	1900	760	880	260	220	788	892
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.03	0.27	0.03	0.05	0.05	0.05	0.09	0.09	0.09
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.69	0.69	0.07	0.74	0.74	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.36	0.46	0.46	0.46	0.36	0.03	0.27	0.27	0.27	0.46	0.46	0.46
Delay/Veh:	58.8	7.3	7.3	47.4	4.6	3.4	35.2	35.2	35.2	37.2	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	7.3	7.3	47.4	4.6	3.4	35.2	35.2	35.2	37.2	37.2	37.2
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	9	9	2	6	0	3	3	3	5	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.586
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 11.5
Optimal Cycle: 32 | Level Of Service: B

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	2834	0	0	1183	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	2834	0	0	1183	0
Added Vol:	0	0	0	108	0	241	397	-350	0	0	-125	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	108	0	241	397	2484	0	0	1058	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	108	0	241	397	2484	0	0	1058	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	0	241	397	2484	0	0	1058	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	108	0	241	397	2484	0	0	1058	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.07	0.11	0.48	0.00	0.00	0.20	0.02
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.28	0.82	0.00	0.00	0.53	0.53
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.59	0.38	0.59	0.00	0.00	0.38	0.04
Delay/Veh:	0.0	0.0	0.0	39.9	0.0	43.6	29.1	3.4	0.0	0.0	13.7	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.9	0.0	43.6	29.1	3.4	0.0	0.0	13.7	11.1
LOS by Move:	A	A	A	D	A	D	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	2	0	5	5	10	0	0	7	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Scenario Report

Scenario:	CEQA Ex+Project PM HCM
Command:	CEQA Ex+Project PM HCM
Volume:	Existing PM
Geometry:	2015 Planned HCM
Impact Fee:	Default Impact Fee
Trip Generation:	Proposed Project PM
Trip Distribution:	Project
Paths:	Bluff to 19th
Routes:	Default Route
Configuration:	HCM

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 35 Level Of Service: C

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	117	1215	55	48	1513	205	293	135	187	121	178	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1215	55	48	1513	205	293	135	187	121	178	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1215	55	48	1513	205	293	135	187	121	178	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1215	55	48	1513	205	293	135	187	121	178	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1215	55	48	1513	205	293	135	187	121	178	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1215	55	48	1513	205	293	135	187	121	178	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.65	0.35
Final Sat.:	1900	5187	1900	1900	5187	1900	3686	1900	1900	1900	2975	635
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.03	0.03	0.29	0.11	0.08	0.07	0.10	0.06	0.06	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.11	0.57	0.57	0.06	0.52	0.52	0.17	0.18	0.18	0.11	0.12	0.12
Volume/Cap:	0.56	0.41	0.05	0.41	0.56	0.21	0.48	0.40	0.56	0.56	0.48	0.48
Delay/Veh:	45.6	12.2	9.6	47.5	16.5	13.0	38.5	37.4	39.8	45.3	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	12.2	9.6	47.5	16.5	13.0	38.5	37.4	39.8	45.3	41.6	41.6
LOS by Move:	D	B	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	4	8	1	2	12	3	5	4	6	4	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: 36 Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	37	8	29	32	2	18	44	1170	19	53	2788	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	8	29	32	2	18	44	1170	19	53	2788	26
Added Vol:	0	0	0	0	0	0	0	132	0	0	90	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	8	29	32	2	18	44	1302	19	53	2878	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	8	29	32	2	18	44	1302	19	53	2878	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	8	29	32	2	18	44	1302	19	53	2878	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	8	29	32	2	18	44	1302	19	53	2878	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.82	0.18	1.00	0.94	0.06	1.00	1.00	2.96	0.04	1.00	3.00	1.00
Final Sat.:	1562	338	1900	1788	112	1900	1900	5112	75	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.01	0.02	0.25	0.25	0.03	0.55	0.01
Crit Moves:		****					****				****	
Green/Cycle:	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.81	0.81	0.09	0.87	0.87
Volume/Cap:	0.64	0.64	0.41	0.48	0.48	0.26	0.64	0.31	0.31	0.31	0.64	0.02
Delay/Veh:	65.7	65.7	51.0	52.4	52.4	48.7	66.1	2.4	2.4	43.7	2.3	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	65.7	51.0	52.4	52.4	48.7	66.1	2.4	2.4	43.7	2.3	0.9
LOS by Move:	E	E	D	D	D	D	E	A	A	D	A	A
HCM2kAvgQ:	3	3	1	2	2	1	2	4	4	2	10	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.8
Optimal Cycle: 37 Level Of Service: A

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	21	0	28	88	1	8	16	1279	10	23	2645	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	0	28	88	1	8	16	1279	10	23	2645	132
Added Vol:	0	0	0	0	0	0	0	132	0	0	90	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	0	28	88	1	8	16	1411	10	23	2735	132
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:	21	0	28	88	1	8	16	1411	10	23	2735	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	28	88	1	8	16	1411	10	23	2735	132
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:	21	0	28	88	1	8	16	1411	10	23	2735	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	1.00	0.91	0.01	0.08	1.00	2.98	0.02	1.00	2.86	0.14
Final Sat.:	1900	0	1900	1724	20	157	1900	5150	37	1900	4948	239
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.05	0.05	0.01	0.27	0.27	0.01	0.55	0.55
Crit Moves:					****		****				****	
Green/Cycle:	0.08	0.00	0.08	0.08	0.08	0.08	0.01	0.83	0.83	0.04	0.85	0.85
Volume/Cap:	0.14	0.00	0.19	0.65	0.65	0.65	0.65	0.33	0.33	0.33	0.65	0.65
Delay/Veh:	43.4	0.0	43.7	54.6	54.6	54.6	97.5	2.2	2.2	49.8	2.9	2.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	0.0	43.7	54.6	54.6	54.6	97.5	2.2	2.2	49.8	2.9	2.9
LOS by Move:	D	A	D	D	D	D	F	A	A	D	A	A
HCM2kAvgQ:	1	0	1	4	4	4	1	4	4	1	12	12

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: 37 Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	254	208	78	228	243	710	258	986	243	226	1854	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	208	78	228	243	710	258	986	243	226	1854	162
Added Vol:	33	0	0	0	0	-350	-130	56	22	0	86	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	208	78	228	243	360	128	1042	265	226	1940	162
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:	287	208	78	228	243	360	128	1042	265	226	1940	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	208	78	228	243	360	128	1042	265	226	1940	162
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:	287	208	78	228	243	360	128	1042	265	226	1940	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.50	1.09	0.41	1.45	1.55	2.00	2.00	3.00	1.00	1.00	3.69	0.31
Final Sat.:	2712	1966	737	2621	2794	3344	3686	5187	1900	1900	6383	533
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.09	0.09	0.11	0.03	0.20	0.14	0.12	0.30	0.30
Crit Moves:	****				****		****				****	
Green/Cycle:	0.18	0.18	0.18	0.15	0.15	0.21	0.06	0.37	0.37	0.22	0.53	0.53
Volume/Cap:	0.58	0.58	0.58	0.58	0.58	0.51	0.58	0.55	0.38	0.55	0.58	0.58
Delay/Veh:	38.2	38.2	38.2	40.5	40.5	35.5	49.5	25.3	23.5	36.2	16.4	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	38.2	38.2	40.5	40.5	35.5	49.5	25.3	23.5	36.2	16.4	16.4
LOS by Move:	D	D	D	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	6	6	6	6	6	6	3	10	6	7	12	12

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 34 Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	2 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	586	0	393	0	1261	159	0	1823	487
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	586	0	393	0	1261	159	0	1823	487
Added Vol:	0	0	0	0	0	0	0	56	0	0	86	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	586	0	393	0	1317	159	0	1909	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	586	0	393	0	1317	0	0	1909	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	586	0	393	0	1317	0	0	1909	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	586	0	393	0	1317	0	0	1909	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	3610	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.21	0.00	0.36	0.00	0.00	0.37	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.00	0.60	0.00	0.00	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.61	0.00	0.61	0.00	0.00	0.61	0.00
Delay/Veh:	0.0	0.0	0.0	26.3	0.0	29.3	0.0	13.0	0.0	0.0	12.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.3	0.0	29.3	0.0	13.0	0.0	0.0	12.9	0.0
LOS by Move:	A	A	A	C	A	C	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	7	0	11	0	14	0	0	14	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 42 Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	10	11	2	98	2	404	244	1373	5	11	2155	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	11	2	98	2	404	244	1373	5	11	2155	70
Added Vol:	0	0	0	0	0	34	21	35	0	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	11	2	98	2	438	265	1408	5	11	2208	70
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:	10	11	2	98	2	438	265	1408	5	11	2208	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	11	2	98	2	438	265	1408	5	11	2208	70
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:	10	11	2	98	2	438	265	1408	5	11	2208	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.43	0.48	0.09	0.98	0.02	1.00	1.00	1.99	0.01	1.00	3.00	1.00
Final Sat.:	826	909	165	1862	38	1900	1900	3597	13	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.23	0.14	0.39	0.39	0.01	0.43	0.04
Crit Moves:						****	****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.33	0.20	0.80	0.80	0.01	0.61	0.61
Volume/Cap:	0.09	0.09	0.09	0.40	0.40	0.70	0.70	0.49	0.49	0.49	0.70	0.06
Delay/Veh:	38.4	38.4	38.4	41.0	41.0	32.6	42.9	3.5	3.5	65.0	14.0	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	38.4	38.4	41.0	41.0	32.6	42.9	3.5	3.5	65.0	14.0	7.9
LOS by Move:	D	D	D	D	D	C	D	A	A	E	B	A
HCM2kAvgQ:	1	1	1	3	3	13	9	8	8	1	17	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.6
Optimal Cycle: 32 Level Of Service: A

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1! 0	0	1 0	1 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	1	2	55	0	27	94	1376	20	0	2230	52
Growth Adj:	1.00	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	1	2	55	0	27	94	1376	20	0	2230	52
Added Vol:	0	0	0	0	0	20	13	22	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	2	55	0	47	107	1398	20	0	2263	52
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	1	2	55	0	47	107	1398	20	0	2263	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	55	0	47	107	1398	20	0	2263	52
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	1	2	55	0	47	107	1398	20	0	2263	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Lanes:	0.00	0.33	0.67	0.54	0.00	0.46	1.00	1.97	0.03	0.00	3.00	1.00
Final Sat.:	0	633	1267	1025	0	875	1900	3559	51	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.06	0.39	0.39	0.00	0.44	0.03
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.09	0.09	0.09	0.00	0.09	0.10	0.85	0.85	0.00	0.75	0.75
Volume/Cap:	0.00	0.02	0.02	0.58	0.00	0.58	0.58	0.46	0.46	0.00	0.58	0.04
Delay/Veh:	0.0	41.3	41.3	48.4	0.0	48.4	47.8	2.0	2.0	0.0	5.7	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.3	41.3	48.4	0.0	48.4	47.8	2.0	2.0	0.0	5.7	3.2
LOS by Move:	A	D	D	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	4	6	6	0	12	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 49 Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	35	42	41	918	61	119	145	1270	25	50	2153	1021
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	42	41	918	61	119	145	1270	25	50	2153	1021
Added Vol:	0	0	0	0	0	0	0	22	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	42	41	918	61	119	145	1292	25	50	2186	1021
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	42	41	918	61	119	145	1292	25	50	2186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	42	41	918	61	119	145	1292	25	50	2186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	42	41	918	61	119	145	1292	25	50	2186	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.01	0.99	3.00	1.00	1.00	2.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1900	1827	1783	5529	1900	1900	3686	5089	98	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.17	0.03	0.06	0.04	0.25	0.25	0.03	0.42	0.00
Crit Moves:			****	****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.24	0.24	0.24	0.06	0.59	0.59	0.06	0.60	0.00
Volume/Cap:	0.57	0.71	0.71	0.71	0.14	0.27	0.71	0.43	0.43	0.43	0.71	0.00
Delay/Veh:	59.3	65.7	65.7	36.9	30.4	31.5	57.1	11.3	11.3	47.8	14.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	65.7	65.7	36.9	30.4	31.5	57.1	11.3	11.3	47.8	14.8	0.0
LOS by Move:	E	E	E	D	C	C	E	B	B	D	B	A
HCM2kAvgQ:	2	3	3	10	1	3	4	8	8	2	18	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 33 Level Of Service: B

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	22	15	101	30	152	137	885	17	30	1706	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	22	15	101	30	152	137	885	17	30	1706	295
Added Vol:	0	0	0	46	0	0	0	33	0	0	22	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	22	15	147	30	152	137	918	17	30	1728	323
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:	10	22	15	147	30	152	137	918	17	30	1728	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	22	15	147	30	152	137	918	17	30	1728	323
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:	10	22	15	147	30	152	137	918	17	30	1728	323
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.59	0.41	1.66	0.34	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1200	818	3353	684	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.04	0.04	0.08	0.07	0.17	0.01	0.01	0.31	0.16
Crit Moves:			****			****	****				****	
Green/Cycle:	0.04	0.04	0.04	0.15	0.15	0.15	0.13	0.68	0.68	0.06	0.61	0.61
Volume/Cap:	0.14	0.52	0.52	0.30	0.30	0.52	0.52	0.25	0.01	0.25	0.52	0.26
Delay/Veh:	47.6	53.8	53.8	38.4	38.4	41.0	42.2	6.2	5.2	45.9	11.4	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	53.8	53.8	38.4	38.4	41.0	42.2	6.2	5.2	45.9	11.4	9.3
LOS by Move:	D	D	D	D	D	D	D	A	A	D	B	A
HCM2kAvgQ:	0	2	2	3	3	5	5	4	0	1	11	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 39 Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	8	23	17	324	6	179	182	797	2	13	1871	757
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	23	17	324	6	179	182	797	2	13	1871	757
Added Vol:	0	0	0	53	0	0	0	79	0	0	50	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	23	17	377	6	179	182	876	2	13	1921	797
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:	8	23	17	377	6	179	182	876	2	13	1921	797
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	23	17	377	6	179	182	876	2	13	1921	797
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:	8	23	17	377	6	179	182	876	2	13	1921	797
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.58	0.42	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1161	858	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.10	0.00	0.09	0.09	0.16	0.00	0.01	0.35	0.39
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.16	0.16	0.16	0.15	0.70	0.70	0.03	0.58	0.74
Volume/Cap:	0.12	0.60	0.60	0.60	0.02	0.56	0.60	0.23	0.00	0.23	0.60	0.54
Delay/Veh:	47.8	62.4	62.4	40.7	35.4	40.9	43.2	5.4	4.5	49.5	14.0	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	62.4	62.4	40.7	35.4	40.9	43.2	5.4	4.5	49.5	14.0	6.1
LOS by Move:	D	E	E	D	D	D	D	A	A	D	B	A
HCM2kAvgQ:	0	2	2	6	0	6	6	3	0	1	14	11

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 24 Level Of Service: B

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	2 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	590	911	1230	0	765	36	77	233	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	590	911	1230	0	765	36	77	233	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	590	911	1230	0	765	36	77	233	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	590	911	0	0	765	36	77	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	590	911	0	0	765	36	77	233	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	590	911	0	0	765	36	77	233	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.57	2.43	1.00	0.00	2.87	0.13	1.00	1.00	0.00
Final Sat.:	0	0	0	2718	4198	1900	0	4954	233	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.00	0.00	0.15	0.15	0.04	0.12	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.35	0.35	0.09	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.44	0.44	0.00	0.00	0.44	0.44	0.44	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	16.4	16.4	0.0	0.0	25.0	25.0	44.7	17.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.4	16.4	0.0	0.0	25.0	25.0	44.7	17.7	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	8	8	0	0	7	7	3	4	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.7
Optimal Cycle: 29 Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	109	907	92	0	0	0	734	601	0	0	202	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	907	92	0	0	0	734	601	0	0	202	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	907	92	0	0	0	734	601	0	0	202	203
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:	109	907	92	0	0	0	734	601	0	0	202	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	907	92	0	0	0	734	601	0	0	202	203
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:	109	907	92	0	0	0	734	601	0	0	202	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	1.00	1.00
Lanes:	0.32	2.68	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	556	4631	1900	0	0	0	3686	3610	0	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.05	0.00	0.00	0.00	0.20	0.17	0.00	0.00	0.11	0.11
Crit Moves:		****					****				****	
Green/Cycle:	0.37	0.37	0.37	0.00	0.00	0.00	0.37	0.57	0.00	0.00	0.20	0.20
Volume/Cap:	0.53	0.53	0.13	0.00	0.00	0.00	0.53	0.29	0.00	0.00	0.53	0.54
Delay/Veh:	25.2	25.2	21.1	0.0	0.0	0.0	24.9	11.0	0.0	0.0	37.3	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	21.1	0.0	0.0	0.0	24.9	11.0	0.0	0.0	37.3	37.4
LOS by Move:	C	C	C	A	A	A	C	B	A	A	D	D
HCM2kAvgQ:	9	9	2	0	0	0	9	5	0	0	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 64 Level Of Service: C

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	65	2649	38	202	3114	757	731	171	33	54	321	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	2649	38	202	3114	757	731	171	33	54	321	152
Added Vol:	0	150	0	0	216	48	30	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	2799	38	202	3330	805	761	171	33	54	321	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	2799	38	202	3330	805	761	171	33	54	321	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	2799	38	202	3330	805	761	171	33	54	321	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	2799	38	202	3330	805	761	171	33	54	321	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.95	0.05	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.71	1.29
Final Sat.:	1900	6823	93	1900	6916	1729	5253	1805	1900	1900	4694	2222
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.41	0.11	0.48	0.47	0.14	0.09	0.02	0.03	0.07	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.04	0.52	0.52	0.13	0.61	0.61	0.18	0.18	0.18	0.09	0.09	0.09
Volume/Cap:	0.79	0.79	0.79	0.79	0.79	0.77	0.79	0.52	0.10	0.33	0.79	0.79
Delay/Veh:	86.7	21.0	21.0	57.5	15.7	15.1	42.9	37.2	34.1	44.2	52.0	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.7	21.0	21.0	57.5	15.7	15.1	42.9	37.2	34.1	44.2	52.0	52.0
LOS by Move:	F	C	C	E	B	B	D	D	C	D	D	D
HCM2kAvgQ:	4	21	21	8	23	21	10	6	1	2	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 47 Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	7	2542	55	142	3061	62	18	23	14	33	15	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	2542	55	142	3061	62	18	23	14	33	15	95
Added Vol:	0	150	0	0	216	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	2692	55	142	3277	62	18	23	14	33	15	95
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:	7	2692	55	142	3277	62	18	23	14	33	15	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	2692	55	142	3277	62	18	23	14	33	15	95
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:	7	2692	55	142	3277	62	18	23	14	33	15	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.92	0.08	1.00	3.00	1.00	0.44	0.56	1.00	1.00	0.14	0.86
Final Sat.:	1900	6778	138	1900	5187	1900	834	1066	1900	1900	259	1641
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.07	0.63	0.03	0.02	0.02	0.01	0.02	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.73	0.73	0.14	0.86	0.86	0.08	0.08	0.08	0.08	0.08	0.08
Volume/Cap:	0.74	0.55	0.55	0.55	0.74	0.04	0.27	0.27	0.09	0.22	0.74	0.74
Delay/Veh:	192.6	6.4	6.4	42.8	3.5	1.1	44.4	44.4	43.0	44.0	62.6	62.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	192.6	6.4	6.4	42.8	3.5	1.1	44.4	44.4	43.0	44.0	62.6	62.6
LOS by Move:	F	A	A	D	A	A	D	D	D	D	E	E
HCM2kAvgQ:	1	11	11	5	16	0	1	1	0	1	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.010
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 180 Level Of Service: C

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	726	2480	0	0	3160	50	123	0	537	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:	726	2480	0	0	3160	50	123	0	537	0	0	0
Added Vol:	26	150	0	0	216	0	0	0	37	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	752	2630	0	0	3376	50	123	0	574	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:	752	2630	0	0	3376	50	123	0	574	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	752	2630	0	0	3376	50	123	0	574	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:	752	2630	0	0	3376	50	123	0	574	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.96	0.04	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5111	76	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.38	0.00	0.00	0.66	0.66	0.06	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.20	0.86	0.00	0.00	0.65	0.65	0.06	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	1.01	0.44	0.00	0.00	1.01	1.01	1.01	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	75.4	1.7	0.0	0.0	35.3	35.3	131.1	0.0	34.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.4	1.7	0.0	0.0	35.3	35.3	131.1	0.0	34.2	0.0	0.0	0.0
LOS by Move:	E	A	A	A	D	D	F	A	C	A	A	A
HCM2kAvgQ:	18	5	0	0	48	48	7	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.011
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.4
Optimal Cycle: 180 Level Of Service: C

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	111	2724	15	125	3515	144	251	75	48	18	124	22
Growth Adj:	1.00	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	2724	15	125	3515	144	251	75	48	18	124	22
Added Vol:	0	148	0	0	215	37	28	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	2872	15	125	3730	181	279	75	48	18	124	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	2872	15	125	3730	181	279	75	48	18	124	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	2872	15	125	3730	181	279	75	48	18	124	22
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:	111	2872	15	125	3730	181	279	75	48	18	124	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.85	0.15
Final Sat.:	1900	6880	36	1900	5187	1900	3686	1900	1900	1900	1614	286
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.42	0.07	0.72	0.10	0.08	0.04	0.03	0.01	0.08	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.66	0.66	0.10	0.71	0.07	0.07	0.07	0.07	0.08	0.08	0.08
Volume/Cap:	1.01	0.63	0.63	0.63	1.01	0.13	1.01	0.53	0.34	0.12	1.01	1.01
Delay/Veh:	136.0	9.9	9.9	49.2	32.0	4.7	103.2	48.2	45.3	43.5	124	124.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.0	9.9	9.9	49.2	32.0	4.7	103.2	48.2	45.3	43.5	124	124.0
LOS by Move:	F	A	A	D	C	A	F	D	D	D	F	F
HCM2kAvgQ:	7	14	14	5	52	2	8	3	2	1	8	8

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: 68 Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	63	1820	169	714	2315	347	707	393	22	276	485	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1820	169	714	2315	347	707	393	22	276	485	201
Added Vol:	0	33	6	0	59	156	115	26	0	11	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1853	175	714	2374	503	822	419	22	287	516	201
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:	63	1853	175	714	2374	503	822	419	22	287	516	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1853	175	714	2374	503	822	419	22	287	516	201
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:	63	1853	175	714	2374	503	822	419	22	287	516	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.65	0.35	2.00	3.00	1.00	3.00	1.90	0.10	2.00	3.00	1.00
Final Sat.:	1900	6319	597	3686	5187	1900	5529	3430	180	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.19	0.46	0.26	0.15	0.12	0.12	0.08	0.10	0.11
Crit Moves:	****				****		****					****
Green/Cycle:	0.04	0.36	0.36	0.24	0.56	0.56	0.18	0.19	0.19	0.12	0.13	0.13
Volume/Cap:	0.81	0.80	0.80	0.80	0.81	0.47	0.81	0.64	0.64	0.64	0.76	0.81
Delay/Veh:	92.6	30.5	30.5	41.1	19.2	13.2	44.1	39.2	39.2	44.8	47.1	60.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.6	30.5	30.5	41.1	19.2	13.2	44.1	39.2	39.2	44.8	47.1	60.1
LOS by Move:	F	C	C	D	B	B	D	D	D	D	D	E
HCM2kAvgQ:	4	17	17	13	23	9	11	8	8	5	7	8

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 28 Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	1402	50	85	2084	29	36	48	21	20	37	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1402	50	85	2084	29	36	48	21	20	37	59
Added Vol:	0	39	0	0	70	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1441	50	85	2154	29	36	48	21	20	37	59
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:	20	1441	50	85	2154	29	36	48	21	20	37	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1441	50	85	2154	29	36	48	21	20	37	59
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:	20	1441	50	85	2154	29	36	48	21	20	37	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.90	0.10	1.00	3.00	1.00	0.34	0.46	0.20	0.17	0.32	0.51
Final Sat.:	1900	5013	174	1900	5187	1900	651	869	380	328	606	966
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.04	0.42	0.02	0.06	0.06	0.06	0.06	0.06	0.06
Crit Moves:	****				****						****	
Green/Cycle:	0.02	0.71	0.71	0.11	0.80	0.80	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.52	0.40	0.40	0.40	0.52	0.02	0.47	0.47	0.47	0.52	0.52	0.52
Delay/Veh:	60.3	5.9	5.9	42.7	3.5	2.0	42.7	42.7	42.7	43.6	43.6	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	5.9	5.9	42.7	3.5	2.0	42.7	42.7	42.7	43.6	43.6	43.6
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	7	7	3	8	0	4	4	4	4	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
Existing Plus Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 45 Level Of Service: B

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1487	0	0	2818	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	1487	0	0	2818	0
Added Vol:	0	0	0	78	0	440	262	-130	0	0	-350	119
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	78	0	440	262	1357	0	0	2468	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	78	0	440	262	1357	0	0	2468	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	440	262	1357	0	0	2468	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	78	0	440	262	1357	0	0	2468	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.13	0.07	0.26	0.00	0.00	0.48	0.06
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.10	0.76	0.00	0.00	0.66	0.66
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.72	0.72	0.35	0.00	0.00	0.72	0.10
Delay/Veh:	0.0	0.0	0.0	34.2	0.0	42.7	50.7	4.0	0.0	0.0	11.9	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.2	0.0	42.7	50.7	4.0	0.0	0.0	11.9	6.2
LOS by Move:	A	A	A	C	A	D	D	A	A	A	B	A
HCM2kAvgQ:	0	0	0	1	0	9	6	5	0	0	19	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Scenario Report

Scenario:	GP 1 Proposed Proj AM
Command:	GP 1 Proposed Proj AM
Volume:	GP 1 AM
Geometry:	GP Bluff to 19th
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	HCM

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.7
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	140	2220	10	40	1320	240	180	160	180	50	240	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	2220	10	40	1320	240	180	160	180	50	240	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	2220	10	40	1320	240	180	160	180	50	240	20
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:	140	2220	10	40	1320	240	180	160	180	50	240	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2220	10	40	1320	240	180	160	180	50	240	20
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:	140	2220	10	40	1320	240	180	160	180	50	240	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	3686	5187	1900	1900	5187	1900	3686	1900	1900	1900	3332	278
Capacity Analysis Module:												
Vol/Sat:	0.04	0.43	0.01	0.02	0.25	0.13	0.05	0.08	0.09	0.03	0.07	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.69	0.69	0.03	0.63	0.63	0.08	0.15	0.15	0.04	0.12	0.12
Volume/Cap:	0.40	0.62	0.01	0.62	0.40	0.20	0.62	0.55	0.62	0.62	0.62	0.62
Delay/Veh:	43.4	8.7	4.8	64.6	9.2	7.9	48.7	41.5	43.7	61.0	44.9	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	8.7	4.8	64.6	9.2	7.9	48.7	41.5	43.7	61.0	44.9	44.9
LOS by Move:	D	A	A	E	A	A	D	D	D	E	D	D
HCM2kAvgQ:	3	14	0	2	7	3	4	5	6	3	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.728
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 6.5
Optimal Cycle: 46 | Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	50	10	70	30	10	20	30	3210	10	50	1090	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	10	70	30	10	20	30	3210	10	50	1090	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	10	70	30	10	20	30	3210	10	50	1090	60
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:	50	10	70	30	10	20	30	3210	10	50	1090	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	10	70	30	10	20	30	3210	10	50	1090	60
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:	50	10	70	30	10	20	30	3210	10	50	1090	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.83	0.17	1.00	0.75	0.25	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1583	317	1900	1425	475	1900	1900	5171	16	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.02	0.02	0.01	0.02	0.62	0.62	0.03	0.21	0.03
Crit Moves:			****					****		****		
Green/Cycle:	0.05	0.05	0.05	0.05	0.05	0.05	0.06	0.85	0.85	0.04	0.83	0.83
Volume/Cap:	0.62	0.62	0.73	0.42	0.42	0.21	0.25	0.73	0.73	0.73	0.25	0.04
Delay/Veh:	58.6	58.6	70.9	48.9	48.9	46.6	45.8	3.5	3.5	79.8	1.9	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	58.6	70.9	48.9	48.9	46.6	45.8	3.5	3.5	79.8	1.9	1.6
LOS by Move:	E	E	E	D	D	D	D	A	A	E	A	A
HCM2kAvgQ:	3	3	4	2	2	1	1	15	15	3	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.860
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 13.9
Optimal Cycle: 75 | Level Of Service: B

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	20	10	40	280	10	10	20	3280	10	30	1290	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	40	280	10	10	20	3280	10	30	1290	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	40	280	10	10	20	3280	10	30	1290	60
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:	20	10	40	280	10	10	20	3280	10	30	1290	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	40	280	10	10	20	3280	10	30	1290	60
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:	20	10	40	280	10	10	20	3280	10	30	1290	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	0.67	0.33	1.00	0.94	0.03	0.03	1.00	2.99	0.01	1.00	2.87	0.13
Final Sat.:	1267	633	1900	1773	63	63	1900	5171	16	1900	4956	231
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.16	0.16	0.16	0.01	0.63	0.63	0.02	0.26	0.26
Crit Moves:					****			****		****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.03	0.74	0.74	0.02	0.73	0.73
Volume/Cap:	0.09	0.09	0.11	0.86	0.86	0.86	0.36	0.86	0.86	0.86	0.36	0.36
Delay/Veh:	34.0	34.0	34.2	58.4	58.4	58.4	51.5	11.5	11.5	145.7	5.1	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	34.0	34.2	58.4	58.4	58.4	51.5	11.5	11.5	145.7	5.1	5.1
LOS by Move:	C	C	C	E	E	E	D	B	B	F	A	A
HCM2kAvgQ:	1	1	1	12	12	12	1	29	29	2	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.906
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 29.9
Optimal Cycle: 104 | Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0	1 0	1 1	1	0 2	2 0	3	0 1	1 0	3	1 0
Volume Module:												
Base Vol:	180	490	160	150	110	380	380	2760	270	140	840	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	490	160	150	110	380	380	2760	270	140	840	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	490	160	150	110	380	380	2760	270	140	840	250
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:	180	490	160	150	110	380	380	2760	270	140	840	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	490	160	150	110	380	380	2760	270	140	840	250
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:	180	490	160	150	110	380	380	2760	270	140	840	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.51	0.49	1.73	1.27	2.00	2.00	3.00	1.00	1.00	3.08	0.92
Final Sat.:	1805	2721	889	3124	2291	3344	3686	5187	1900	1900	5330	1586
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.18	0.05	0.05	0.11	0.10	0.53	0.14	0.07	0.16	0.16
Crit Moves:			****	****				****		****		
Green/Cycle:	0.20	0.20	0.20	0.05	0.05	0.32	0.26	0.59	0.59	0.08	0.40	0.40
Volume/Cap:	0.50	0.91	0.91	0.91	0.91	0.36	0.39	0.91	0.24	0.91	0.39	0.39
Delay/Veh:	35.9	51.6	51.6	77.2	77.2	26.5	30.4	22.6	10.1	91.5	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	51.6	51.6	77.2	77.2	26.5	30.4	22.6	10.1	91.5	21.2	21.2
LOS by Move:	D	D	D	E	E	C	C	C	B	F	C	C
HCM2kAvgQ:	6	14	14	5	5	5	5	31	4	7	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.841
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 19.3
Optimal Cycle: 69 | Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	0 0	3	0 1	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	370	0	550	0	2600	140	0	1420	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	370	0	550	0	2600	140	0	1420	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	370	0	550	0	2600	140	0	1420	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	370	0	550	0	2600	0	0	1420	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	370	0	550	0	2600	0	0	1420	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	370	0	550	0	2600	0	0	1420	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.29	0.00	0.50	0.00	0.00	0.27	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.00	0.60	0.00	0.00	0.60	0.00
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.84	0.00	0.84	0.00	0.00	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	24.0	0.0	39.9	0.0	18.6	0.0	0.0	11.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.0	0.0	39.9	0.0	18.6	0.0	0.0	11.4	0.0
LOS by Move:	A	A	A	C	A	D	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	4	0	18	0	26	0	0	9	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.702
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.3
Optimal Cycle: 42 | Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	0	0 1	0 0	1	2 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	10	0	0	90	10	360	210	2700	10	10	1700	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	0	90	10	360	210	2700	10	10	1700	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	0	90	10	360	210	2700	10	10	1700	40
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:	10	0	0	90	10	360	210	2700	10	10	1700	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	0	90	10	360	210	2700	10	10	1700	40
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:	10	0	0	90	10	360	210	2700	10	10	1700	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	0.00	0.90	0.10	1.00	2.00	2.99	0.01	1.00	2.93	0.07
Final Sat.:	1900	0	0	1710	190	1900	3686	5168	19	1900	5068	119
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.05	0.05	0.19	0.06	0.52	0.52	0.01	0.34	0.34
Crit Moves:						****		****		****		
Green/Cycle:	0.19	0.00	0.00	0.19	0.19	0.30	0.11	0.74	0.74	0.01	0.64	0.64
Volume/Cap:	0.03	0.00	0.00	0.28	0.28	0.64	0.52	0.70	0.70	0.70	0.52	0.52
Delay/Veh:	33.1	0.0	0.0	35.2	35.2	32.8	43.3	7.5	7.5	144.4	9.8	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	0.0	0.0	35.2	35.2	32.8	43.3	7.5	7.5	144.4	9.8	9.8
LOS by Move:	C	A	A	D	D	C	D	A	A	F	A	A
HCM2kAvgQ:	0	0	0	3	3	10	4	17	17	1	11	11

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.589
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 18.6
Optimal Cycle: 123 | Level Of Service: B

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	10	30	0	40	120	2670	10	0	1710	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	30	0	40	120	2670	10	0	1710	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	30	0	40	120	2670	10	0	1710	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	30	0	40	120	2670	10	0	1710	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	30	0	40	120	2670	10	0	1710	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	30	0	40	120	2670	10	0	1710	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.43	0.00	0.57	1.00	2.99	0.01	0.00	3.00	1.00
Final Sat.:	0	0	1900	814	0	1086	1900	5168	19	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.04	0.00	0.04	0.06	0.52	0.52	0.00	0.33	0.02
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.04	0.04	0.00	0.04	0.55	0.90	0.90	0.00	0.35	0.35
Volume/Cap:	0.00	0.00	0.13	0.94	0.00	0.94	0.11	0.57	0.57	0.00	0.94	0.06
Delay/Veh:	0.0	0.0	47.2	131.3	0.0	131.3	10.9	1.2	1.2	0.0	41.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	47.2	131.3	0.0	131.3	10.9	1.2	1.2	0.0	41.6	21.6
LOS by Move:	A	A	D	F	A	F	B	A	A	A	D	C
HCM2kAvgQ:	0	0	0	5	0	5	2	7	7	0	24	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.777
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 20.7
Optimal Cycle: 60 | Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	20	30	30	1030	10	80	190	2620	10	10	1760	710
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	30	1030	10	80	190	2620	10	10	1760	710
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	30	30	1030	10	80	190	2620	10	10	1760	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	30	30	1030	10	80	190	2620	10	10	1760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	30	1030	10	80	190	2620	10	10	1760	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	30	30	1030	10	80	190	2620	10	10	1760	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.00	1.00	3.00	1.00	1.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1900	1805	1805	5529	1900	1900	3686	5167	20	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.19	0.01	0.04	0.05	0.51	0.51	0.01	0.34	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.02	0.02	0.02	0.24	0.24	0.24	0.09	0.65	0.65	0.01	0.57	0.00
Volume/Cap:	0.49	0.78	0.78	0.78	0.02	0.18	0.59	0.78	0.78	0.78	0.59	0.00
Delay/Veh:	57.5	86.9	86.9	38.5	29.1	30.4	46.9	13.5	13.5	184.6	14.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	86.9	86.9	38.5	29.1	30.4	46.9	13.5	13.5	184.6	14.2	0.0
LOS by Move:	E	F	F	D	C	C	D	B	B	F	B	A
HCM2kAvgQ:	1	2	2	12	0	2	4	22	22	1	13	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.735
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 23.5
Optimal Cycle: 53 | Level Of Service: C

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	20	10	350	40	340	650	2530	10	20	940	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	10	350	40	340	650	2530	10	20	940	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	10	350	40	340	650	2530	10	20	940	100
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:	10	20	10	350	40	340	650	2530	10	20	940	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	10	350	40	340	650	2530	10	20	940	100
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:	10	20	10	350	40	340	650	2530	10	20	940	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.67	0.33	1.79	0.21	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1346	673	3623	414	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.10	0.10	0.17	0.32	0.46	0.00	0.01	0.17	0.05
Crit Moves:		****				****	****				****	
Green/Cycle:	0.02	0.02	0.02	0.23	0.23	0.23	0.44	0.66	0.66	0.01	0.23	0.23
Volume/Cap:	0.24	0.73	0.73	0.42	0.42	0.73	0.73	0.70	0.01	0.70	0.73	0.21
Delay/Veh:	51.4	99.2	99.2	33.2	33.2	41.7	26.5	11.5	5.9	105.0	37.8	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	99.2	99.2	33.2	33.2	41.7	26.5	11.5	5.9	105.0	37.8	31.2
LOS by Move:	D	F	F	C	C	D	C	B	A	F	D	C
HCM2kAvgQ:	1	2	2	5	5	11	18	19	0	2	11	3

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.712
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 18.5
Optimal Cycle: 50 | Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	30	10	570	10	210	210	2670	10	10	840	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	30	10	570	10	210	210	2670	10	10	840	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	30	10	570	10	210	210	2670	10	10	840	330
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:	10	30	10	570	10	210	210	2670	10	10	840	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	30	10	570	10	210	210	2670	10	10	840	330
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:	10	30	10	570	10	210	210	2670	10	10	840	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.75	0.25	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1514	505	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.15	0.00	0.10	0.10	0.48	0.00	0.00	0.15	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.03	0.03	0.03	0.20	0.20	0.20	0.28	0.68	0.68	0.01	0.41	0.61
Volume/Cap:	0.18	0.71	0.71	0.71	0.02	0.51	0.37	0.71	0.01	0.71	0.37	0.27
Delay/Veh:	49.0	82.9	82.9	40.0	31.8	36.4	29.4	10.5	5.1	149.1	20.7	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	82.9	82.9	40.0	31.8	36.4	29.4	10.5	5.1	149.1	20.7	9.1
LOS by Move:	D	F	F	D	C	D	C	B	A	F	C	A
HCM2kAvgQ:	0	3	3	10	0	6	5	19	0	1	7	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.463
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 18.3
Optimal Cycle: 25 | Level Of Service: B

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	3 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	340	550	910	0	1750	40	90	330	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	340	550	910	0	1750	40	90	330	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	340	550	910	0	1750	40	90	330	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	340	550	0	0	1750	40	90	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	340	550	0	0	1750	40	90	330	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	340	550	0	0	1750	40	90	330	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.53	2.47	1.00	0.00	3.91	0.09	1.00	1.00	0.00
Final Sat.:	0	0	0	2642	4274	1900	0	6761	155	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.26	0.26	0.05	0.17	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.28	0.28	0.00	0.00	0.56	0.56	0.10	0.66	0.00
Volume/Cap:	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.46	0.46	0.46	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	30.1	30.1	0.0	0.0	13.2	13.2	44.0	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.1	30.1	0.0	0.0	13.2	13.2	44.0	7.0	0.0
LOS by Move:	A	A	A	C	C	A	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	6	6	0	0	9	9	3	4	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 29.4
Optimal Cycle: 61 Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 1	0	0 0	0 0	0	2 0	2 0	0	0 0	1 1	1
Volume Module:												
Base Vol:	90	1040	40	0	0	0	1700	390	0	0	330	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1040	40	0	0	0	1700	390	0	0	330	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1040	40	0	0	0	1700	390	0	0	330	390
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:	90	1040	40	0	0	0	1700	390	0	0	330	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1040	40	0	0	0	1700	390	0	0	330	390
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:	90	1040	40	0	0	0	1700	390	0	0	330	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Lanes:	0.31	3.55	0.14	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.37	1.63
Final Sat.:	532	6148	236	0	0	0	3686	3610	0	0	2482	2933
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.00	0.00	0.00	0.46	0.11	0.00	0.00	0.13	0.13
Crit Moves:		****					****				****	
Green/Cycle:	0.21	0.21	0.21	0.00	0.00	0.00	0.57	0.73	0.00	0.00	0.16	0.16
Volume/Cap:	0.81	0.81	0.81	0.00	0.00	0.00	0.81	0.15	0.00	0.00	0.81	0.81
Delay/Veh:	41.3	41.3	41.3	0.0	0.0	0.0	19.8	4.1	0.0	0.0	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	41.3	41.3	0.0	0.0	0.0	19.8	4.1	0.0	0.0	46.1	46.1
LOS by Move:	D	D	D	A	A	A	B	A	A	A	D	D
HCM2kAvgQ:	12	12	12	0	0	0	23	2	0	0	10	10

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.066
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 49.5
Optimal Cycle: 180 Level Of Service: D

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	10	3340	10	280	3020	680	1360	210	10	20	220	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	3340	10	280	3020	680	1360	210	10	20	220	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	3340	10	280	3020	680	1360	210	10	20	220	310
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:	10	3340	10	280	3020	680	1360	210	10	20	220	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	3340	10	280	3020	680	1360	210	10	20	220	310
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:	10	3340	10	280	3020	680	1360	210	10	20	220	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.99	0.01	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1900	6895	21	1900	6916	1729	5253	1805	1900	1900	3458	3458
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.15	0.44	0.39	0.26	0.12	0.01	0.01	0.06	0.09
Crit Moves:		****		****			****					****
Green/Cycle:	0.01	0.45	0.45	0.14	0.59	0.59	0.24	0.24	0.24	0.08	0.08	0.08
Volume/Cap:	0.75	1.07	1.07	1.07	0.75	0.67	1.07	0.48	0.02	0.13	0.76	1.07
Delay/Veh:	166.8	64.2	64.2	117.0	15.9	14.5	80.9	32.5	28.8	42.7	49.5	104.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	166.8	64.2	64.2	117.0	15.9	14.5	80.9	32.5	28.8	42.7	49.5	104.7
LOS by Move:	F	E	E	F	B	B	F	C	C	D	D	F
HCM2kAvgQ:	1	40	40	15	20	16	24	6	0	1	5	10

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.658
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 4.7
Optimal Cycle: 38 | Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	10	3290	30	50	2990	10	10	10	10	80	10	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	3290	30	50	2990	10	10	10	10	80	10	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	3290	30	50	2990	10	10	10	10	80	10	60
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:	10	3290	30	50	2990	10	10	10	10	80	10	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	3290	30	50	2990	10	10	10	10	80	10	60
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:	10	3290	30	50	2990	10	10	10	10	80	10	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.96	0.04	1.00	3.00	1.00	0.50	0.50	1.00	1.00	0.14	0.86
Final Sat.:	1900	6854	62	1900	5187	1900	950	950	1900	1900	271	1629
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.03	0.58	0.01	0.01	0.01	0.01	0.04	0.04	0.04
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.84	0.84	0.05	0.88	0.88	0.06	0.06	0.06	0.06	0.06	0.06
Volume/Cap:	0.66	0.57	0.57	0.57	0.66	0.01	0.19	0.19	0.09	0.75	0.66	0.66
Delay/Veh:	122.5	2.7	2.7	55.6	2.2	0.8	45.9	45.9	45.2	72.1	60.4	60.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.5	2.7	2.7	55.6	2.2	0.8	45.9	45.9	45.2	72.1	60.4	60.4
LOS by Move:	F	A	A	E	A	A	D	D	D	E	E	E
HCM2kAvgQ:	1	9	9	2	11	0	1	1	0	4	3	3

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.798
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 10.9
Optimal Cycle: 65 | Level Of Service: B

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	270	3260	0	0	2980	100	70	0	470	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:	270	3260	0	0	2980	100	70	0	470	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	3260	0	0	2980	100	70	0	470	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:	270	3260	0	0	2980	100	70	0	470	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	3260	0	0	2980	100	70	0	470	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:	270	3260	0	0	2980	100	70	0	470	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.90	0.10	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5019	168	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.47	0.00	0.00	0.59	0.59	0.04	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.09	0.84	0.00	0.00	0.74	0.74	0.08	0.00	0.18	0.00	0.00	0.00
Volume/Cap:	0.80	0.56	0.00	0.00	0.80	0.80	0.44	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	57.0	2.7	0.0	0.0	9.3	9.3	45.4	0.0	47.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	2.7	0.0	0.0	9.3	9.3	45.4	0.0	47.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	6	9	0	0	23	23	3	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.812
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 15.1
Optimal Cycle: 68 | Level Of Service: B

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	70	3130	10	90	2990	210	280	80	30	10	70	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	3130	10	90	2990	210	280	80	30	10	70	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	3130	10	90	2990	210	280	80	30	10	70	40
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:	70	3130	10	90	2990	210	280	80	30	10	70	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	3130	10	90	2990	210	280	80	30	10	70	40
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:	70	3130	10	90	2990	210	280	80	30	10	70	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.64	0.36
Final Sat.:	1900	6894	22	1900	5187	1900	3686	1900	1900	1900	1209	691
Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.45	0.05	0.58	0.11	0.08	0.04	0.02	0.01	0.06	0.06
Crit Moves:	****				****		****					****
Green/Cycle:	0.05	0.68	0.68	0.07	0.71	0.71	0.09	0.09	0.09	0.07	0.07	0.07
Volume/Cap:	0.81	0.66	0.66	0.66	0.81	0.16	0.81	0.45	0.17	0.07	0.81	0.81
Delay/Veh:	89.4	9.5	9.5	57.0	11.4	4.8	58.1	44.7	42.2	43.6	75.5	75.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.4	9.5	9.5	57.0	11.4	4.8	58.1	44.7	42.2	43.6	75.5	75.5
LOS by Move:	F	A	A	E	B	A	E	D	D	D	E	E
HCM2kAvgQ:	4	16	16	4	25	2	7	3	1	0	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.799
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 28.8
Optimal Cycle: 65 | Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	10	2130	240	590	2240	400	860	610	10	150	400	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2130	240	590	2240	400	860	610	10	150	400	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	2130	240	590	2240	400	860	610	10	150	400	150
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:	10	2130	240	590	2240	400	860	610	10	150	400	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2130	240	590	2240	400	860	610	10	150	400	150
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:	10	2130	240	590	2240	400	860	610	10	150	400	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.59	0.41	2.00	3.00	1.00	3.00	1.97	0.03	2.00	3.00	1.00
Final Sat.:	1900	6216	700	3686	5187	1900	5529	3552	58	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.16	0.43	0.21	0.16	0.17	0.17	0.04	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.01	0.43	0.43	0.20	0.62	0.62	0.19	0.24	0.24	0.06	0.10	0.10
Volume/Cap:	0.69	0.80	0.80	0.80	0.69	0.34	0.80	0.73	0.73	0.73	0.80	0.82
Delay/Veh:	140.6	26.4	26.4	44.3	13.3	9.3	42.7	38.5	38.5	59.0	53.1	68.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.6	26.4	26.4	44.3	13.3	9.3	42.7	38.5	38.5	59.0	53.1	68.5
LOS by Move:	F	C	C	D	B	A	D	D	D	E	D	E
HCM2kAvgQ:	1	19	19	11	17	6	11	11	11	4	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.635
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 10.0
Optimal Cycle: 36 | Level Of Service: B

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	30	2300	60	60	2280	60	30	60	10	30	130	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	2300	60	60	2280	60	30	60	10	30	130	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	2300	60	60	2280	60	30	60	10	30	130	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	2300	60	60	2280	60	30	60	10	30	130	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	2300	60	60	2280	60	30	60	10	30	130	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	2300	60	60	2280	60	30	60	10	30	130	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.92	0.08	1.00	3.00	1.00	0.30	0.60	0.10	0.14	0.62	0.24
Final Sat.:	1900	5055	132	1900	5187	1900	570	1140	190	271	1176	452
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.03	0.44	0.03	0.05	0.05	0.05	0.11	0.11	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.03	0.72	0.72	0.05	0.74	0.74	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.59	0.64	0.64	0.64	0.59	0.04	0.30	0.30	0.30	0.64	0.64	0.64
Delay/Veh:	65.8	7.8	7.8	60.0	6.3	3.5	36.5	36.5	36.5	42.4	42.4	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	7.8	7.8	60.0	6.3	3.5	36.5	36.5	36.5	42.4	42.4	42.4
LOS by Move:	E	A	A	E	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	14	14	3	12	0	3	3	3	7	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.720
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 11.4
Optimal Cycle: 45 | Level Of Service: B

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	250	0	160	440	3160	0	0	1220	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	250	0	160	440	3160	0	0	1220	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	250	0	160	440	3160	0	0	1220	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	250	0	160	440	3160	0	0	1220	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	250	0	160	440	3160	0	0	1220	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	250	0	160	440	3160	0	0	1220	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.05	0.12	0.61	0.00	0.00	0.24	0.09
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.09	0.00	0.09	0.28	0.85	0.00	0.00	0.56	0.56
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.51	0.42	0.72	0.00	0.00	0.42	0.17
Delay/Veh:	0.0	0.0	0.0	51.2	0.0	44.5	29.3	3.6	0.0	0.0	12.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	51.2	0.0	44.5	29.3	3.6	0.0	0.0	12.7	10.7
LOS by Move:	A	A	A	D	A	D	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	5	0	3	6	15	0	0	8	3

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Scenario Report

Scenario:	GP 1 Proposed Proj PM
Command:	GP 1 Proposed Proj PM
Volume:	GP 1 PM
Geometry:	GP Bluff to 19th
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	HCM

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.2
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	240	1090	110	10	2150	140	200	130	40	240	240	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	1090	110	10	2150	140	200	130	40	240	240	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	1090	110	10	2150	140	200	130	40	240	240	90
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:	240	1090	110	10	2150	140	200	130	40	240	240	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1090	110	10	2150	140	200	130	40	240	240	90
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:	240	1090	110	10	2150	140	200	130	40	240	240	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.45	0.55
Final Sat.:	3686	5187	1900	1900	5187	1900	3686	1900	1900	1900	2625	985
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.06	0.01	0.41	0.07	0.05	0.07	0.02	0.13	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.64	0.64	0.02	0.57	0.57	0.10	0.09	0.09	0.17	0.17	0.17
Volume/Cap:	0.73	0.33	0.09	0.33	0.73	0.13	0.55	0.73	0.23	0.73	0.55	0.55
Delay/Veh:	52.7	8.3	7.0	54.9	17.1	10.2	44.7	58.7	42.6	47.5	39.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	8.3	7.0	54.9	17.1	10.2	44.7	58.7	42.6	47.5	39.3	39.3
LOS by Move:	D	A	A	D	B	B	D	E	D	D	D	D
HCM2kAvgQ:	5	6	1	1	19	2	4	6	1	9	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 51 Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	40	10	50	50	10	20	50	2000	20	60	3420	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	50	50	10	20	50	2000	20	60	3420	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	50	50	10	20	50	2000	20	60	3420	90
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:	40	10	50	50	10	20	50	2000	20	60	3420	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	10	50	50	10	20	50	2000	20	60	3420	90
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:	40	10	50	50	10	20	50	2000	20	60	3420	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.80	0.20	1.00	0.83	0.17	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1520	380	1900	1583	317	1900	1900	5136	51	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.01	0.03	0.39	0.39	0.03	0.66	0.05
Crit Moves:					****		****				****	
Green/Cycle:	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.83	0.83	0.07	0.86	0.86
Volume/Cap:	0.64	0.64	0.64	0.76	0.76	0.25	0.76	0.47	0.47	0.47	0.76	0.05
Delay/Veh:	63.1	63.1	63.1	82.3	82.3	48.1	88.2	2.4	2.4	47.6	3.5	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.1	63.1	63.1	82.3	82.3	48.1	88.2	2.4	2.4	47.6	3.5	1.0
LOS by Move:	E	E	E	F	F	D	F	A	A	D	A	A
HCM2kAvgQ:	3	3	3	3	3	1	3	7	7	2	17	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.816
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 62 Level Of Service: A

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	20	10	40	100	10	20	20	2060	20	30	3430	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	40	100	10	20	20	2060	20	30	3430	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	40	100	10	20	20	2060	20	30	3430	140
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:	20	10	40	100	10	20	20	2060	20	30	3430	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	40	100	10	20	20	2060	20	30	3430	140
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:	20	10	40	100	10	20	20	2060	20	30	3430	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	0.67	0.33	1.00	0.77	0.08	0.15	1.00	2.97	0.03	1.00	2.88	0.12
Final Sat.:	1267	633	1900	1462	146	292	1900	5137	50	1900	4984	203
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.07	0.01	0.40	0.40	0.02	0.69	0.69
Crit Moves:					****		****				****	
Green/Cycle:	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.82	0.82	0.03	0.84	0.84
Volume/Cap:	0.19	0.19	0.25	0.82	0.82	0.82	0.82	0.49	0.49	0.49	0.82	0.82
Delay/Veh:	43.2	43.2	43.7	71.8	71.8	71.8	151.9	2.7	2.7	53.5	5.2	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	43.2	43.7	71.8	71.8	71.8	151.9	2.7	2.7	53.5	5.2	5.2
LOS by Move:	D	D	D	E	E	E	F	A	A	D	A	A
HCM2kAvgQ:	1	1	1	6	6	6	2	7	7	2	22	22

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.821
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 30.4
Optimal Cycle: 70 | Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	360	170	160	290	380	400	260	1560	330	290	2770	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	170	160	290	380	400	260	1560	330	290	2770	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	170	160	290	380	400	260	1560	330	290	2770	230
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:	360	170	160	290	380	400	260	1560	330	290	2770	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	170	160	290	380	400	260	1560	330	290	2770	230
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:	360	170	160	290	380	400	260	1560	330	290	2770	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.56	0.74	0.70	1.30	1.70	2.00	2.00	3.00	1.00	1.00	3.69	0.31
Final Sat.:	2825	1334	1256	2344	3071	3344	3686	5187	1900	1900	6386	530
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.12	0.12	0.12	0.07	0.30	0.17	0.15	0.43	0.43
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.15	0.15	0.24	0.09	0.41	0.41	0.21	0.53	0.53
Volume/Cap:	0.82	0.82	0.82	0.82	0.82	0.51	0.82	0.74	0.43	0.74	0.82	0.82
Delay/Veh:	47.4	47.4	47.4	47.8	47.8	33.6	60.6	26.5	21.6	44.4	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	47.4	47.4	47.8	47.8	33.6	60.6	26.5	21.6	44.4	21.2	21.2
LOS by Move:	D	D	D	D	D	C	E	C	C	D	C	C
HCM2kAvgQ:	10	10	10	9	9	6	6	16	7	10	23	23

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.802
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 16.4
Optimal Cycle: 59 | Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	560	0	440	0	1960	170	0	2710	660
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	560	0	440	0	1960	170	0	2710	660
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	560	0	440	0	1960	170	0	2710	660
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	560	0	440	0	1960	0	0	2710	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	560	0	440	0	1960	0	0	2710	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	560	0	440	0	1960	0	0	2710	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.23	0.00	0.38	0.00	0.00	0.52	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.00	0.65	0.00	0.00	0.65	0.00
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.80	0.00	0.58	0.00	0.00	0.80	0.00
Delay/Veh:	0.0	0.0	0.0	30.3	0.0	41.2	0.0	10.0	0.0	0.0	14.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.3	0.0	41.2	0.0	10.0	0.0	0.0	14.2	0.0
LOS by Move:	A	A	A	C	A	D	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	15	0	13	0	0	24	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.837
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 15.5
Optimal Cycle: 68 | Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	2 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	20	10	10	110	10	400	370	2200	10	10	2940	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	10	110	10	400	370	2200	10	10	2940	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	10	110	10	400	370	2200	10	10	2940	50
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:	20	10	10	110	10	400	370	2200	10	10	2940	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	10	110	10	400	370	2200	10	10	2940	50
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:	20	10	10	110	10	400	370	2200	10	10	2940	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.91	0.91	1.00	0.91	0.91
Lanes:	0.50	0.25	0.25	0.92	0.08	1.00	2.00	2.99	0.01	1.00	2.95	0.05
Final Sat.:	950	475	475	1742	158	1900	3686	5164	23	1900	5100	87
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.21	0.10	0.43	0.43	0.01	0.58	0.58
Crit Moves:						****	****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.25	0.12	0.80	0.80	0.01	0.69	0.69
Volume/Cap:	0.16	0.16	0.16	0.48	0.48	0.84	0.84	0.53	0.53	0.53	0.84	0.84
Delay/Veh:	38.8	38.8	38.8	41.7	41.7	47.8	56.2	3.7	3.7	75.9	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	38.8	38.8	41.7	41.7	47.8	56.2	3.7	3.7	75.9	13.3	13.3
LOS by Move:	D	D	D	D	D	D	E	A	A	E	B	B
HCM2kAvgQ:	1	1	1	4	4	14	8	9	9	1	27	27

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.794
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 11.3
Optimal Cycle: 57 | Level Of Service: B

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	10	50	0	150	160	2120	10	0	2890	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	50	0	150	160	2120	10	0	2890	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	50	0	150	160	2120	10	0	2890	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	50	0	150	160	2120	10	0	2890	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	50	0	150	160	2120	10	0	2890	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	50	0	150	160	2120	10	0	2890	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.25	0.00	0.75	1.00	2.99	0.01	0.00	3.00	1.00
Final Sat.:	0	0	1900	475	0	1425	1900	5163	24	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.11	0.00	0.11	0.08	0.41	0.41	0.00	0.56	0.06
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.13	0.13	0.00	0.13	0.11	0.81	0.81	0.00	0.70	0.70
Volume/Cap:	0.00	0.00	0.04	0.79	0.00	0.79	0.79	0.51	0.51	0.00	0.79	0.08
Delay/Veh:	0.0	0.0	37.9	57.9	0.0	57.9	62.8	3.2	3.2	0.0	11.3	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	37.9	57.9	0.0	57.9	62.8	3.2	3.2	0.0	11.3	4.8
LOS by Move:	A	A	D	E	A	E	E	A	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	8	7	8	8	0	23	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.888
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 21.1
Optimal Cycle: 94 | Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	20	20	10	960	20	100	130	2110	20	10	3100	1120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	10	960	20	100	130	2110	20	10	3100	1120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	10	960	20	100	130	2110	20	10	3100	1120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	20	10	960	20	100	130	2110	20	10	3100	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	10	960	20	100	130	2110	20	10	3100	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	20	10	960	20	100	130	2110	20	10	3100	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.33	0.67	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1900	2407	1203	5529	1900	1900	3686	5138	49	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.17	0.01	0.05	0.04	0.41	0.41	0.01	0.60	0.00
Crit Moves:	****			****			****				****	
Green/Cycle:	0.01	0.01	0.01	0.20	0.20	0.20	0.04	0.70	0.70	0.01	0.67	0.00
Volume/Cap:	0.89	0.70	0.70	0.89	0.05	0.27	0.89	0.58	0.58	0.58	0.89	0.00
Delay/Veh:	188.1	90.2	90.2	48.3	32.8	34.6	90.9	7.7	7.7	91.8	16.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	188.1	90.2	90.2	48.3	32.8	34.6	90.9	7.7	7.7	91.8	16.5	0.0
LOS by Move:	F	F	F	D	C	C	F	A	A	F	B	A
HCM2kAvgQ:	2	1	1	13	1	3	4	12	12	1	32	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.066
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 53.0
Optimal Cycle: 180 | Level Of Service: D

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	20	20	150	30	620	440	1790	10	30	2400	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	20	150	30	620	440	1790	10	30	2400	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	20	150	30	620	440	1790	10	30	2400	470
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:	10	20	20	150	30	620	440	1790	10	30	2400	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	20	150	30	620	440	1790	10	30	2400	470
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:	10	20	20	150	30	620	440	1790	10	30	2400	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.50	0.50	1.67	0.33	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1009	1009	3365	673	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.04	0.04	0.31	0.22	0.32	0.00	0.01	0.44	0.23
Crit Moves:		****				****	****				****	
Green/Cycle:	0.02	0.02	0.02	0.29	0.29	0.29	0.20	0.59	0.59	0.03	0.41	0.41
Volume/Cap:	0.27	1.07	1.07	0.15	0.15	1.07	1.07	0.55	0.01	0.55	1.07	0.57
Delay/Veh:	52.2	216	216.2	26.6	26.6	91.6	102.6	12.9	8.6	60.0	68.9	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	216	216.2	26.6	26.6	91.6	102.6	12.9	8.6	60.0	68.9	23.7
LOS by Move:	D	F	F	C	C	F	F	B	A	E	E	C
HCM2kAvgQ:	1	4	4	2	2	29	22	12	0	2	39	11

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.815
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 18.6
Optimal Cycle: 69 | Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	20	30	40	360	50	220	250	1670	40	10	2660	810
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	40	360	50	220	250	1670	40	10	2660	810
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	30	40	360	50	220	250	1670	40	10	2660	810
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:	20	30	40	360	50	220	250	1670	40	10	2660	810
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	40	360	50	220	250	1670	40	10	2660	810
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:	20	30	40	360	50	220	250	1670	40	10	2660	810
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.43	0.57	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	865	1154	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.09	0.02	0.11	0.12	0.30	0.02	0.00	0.48	0.40
Crit Moves:		****				****	****				****	
Green/Cycle:	0.04	0.04	0.04	0.13	0.13	0.13	0.15	0.73	0.73	0.01	0.59	0.73
Volume/Cap:	0.23	0.82	0.82	0.69	0.19	0.82	0.82	0.41	0.03	0.41	0.82	0.55
Delay/Veh:	47.7	90.5	90.5	45.2	38.8	59.3	56.5	5.2	3.7	60.2	17.8	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	90.5	90.5	45.2	38.8	59.3	56.5	5.2	3.7	60.2	17.8	6.8
LOS by Move:	D	F	F	D	D	E	E	A	A	E	B	A
HCM2kAvgQ:	1	4	4	7	1	9	10	7	0	1	25	12

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.425
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 20.9
Optimal Cycle: 24 | Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	3 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	650	820	1300	0	890	40	100	260	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	650	820	1300	0	890	40	100	260	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	650	820	1300	0	890	40	100	260	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	650	820	0	0	890	40	100	260	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	650	820	0	0	890	40	100	260	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	650	820	0	0	890	40	100	260	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.77	2.23	1.00	0.00	3.83	0.17	1.00	1.00	0.00
Final Sat.:	0	0	0	3058	3858	1900	0	6619	297	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.00	0.00	0.13	0.13	0.05	0.14	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.32	0.32	0.12	0.44	0.00
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.00	0.00	0.43	0.43	0.43	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	16.0	16.0	0.0	0.0	27.1	27.1	41.8	18.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.0	16.0	0.0	0.0	27.1	27.1	41.8	18.4	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	8	8	0	0	6	6	3	5	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: 27 Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 1	0	0 0	0 0	0	2 0	2 0	0	0 0	1 1	1
Volume Module:												
Base Vol:	120	750	100	0	0	0	880	660	0	0	240	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	750	100	0	0	0	880	660	0	0	240	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	750	100	0	0	0	880	660	0	0	240	240
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:	120	750	100	0	0	0	880	660	0	0	240	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	750	100	0	0	0	880	660	0	0	240	240
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:	120	750	100	0	0	0	880	660	0	0	240	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Lanes:	0.49	3.10	0.41	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.50	1.50
Final Sat.:	856	5347	713	0	0	0	3686	3610	0	0	2708	2708
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.00	0.00	0.00	0.24	0.18	0.00	0.00	0.09	0.09
Crit Moves:		****					****				****	
Green/Cycle:	0.28	0.28	0.28	0.00	0.00	0.00	0.48	0.66	0.00	0.00	0.18	0.18
Volume/Cap:	0.50	0.50	0.50	0.00	0.00	0.00	0.50	0.28	0.00	0.00	0.50	0.50
Delay/Veh:	30.2	30.2	30.2	0.0	0.0	0.0	18.0	7.2	0.0	0.0	37.5	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	30.2	30.2	0.0	0.0	0.0	18.0	7.2	0.0	0.0	37.5	37.5
LOS by Move:	C	C	C	A	A	A	B	A	A	A	D	D
HCM2kAvgQ:	7	7	7	0	0	0	10	4	0	0	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.997
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.7
Optimal Cycle: 180 Level Of Service: D

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	30	3160	30	310	3880	1320	1020	190	10	40	500	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	3160	30	310	3880	1320	1020	190	10	40	500	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	3160	30	310	3880	1320	1020	190	10	40	500	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	3160	30	310	3880	1320	1020	190	10	40	500	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	3160	30	310	3880	1320	1020	190	10	40	500	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	3160	30	310	3880	1320	1020	190	10	40	500	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.96	0.04	1.00	3.73	1.27	3.00	1.00	1.00	1.00	2.94	1.06
Final Sat.:	1900	6851	65	1900	6451	2195	5253	1805	1900	1900	5085	1831
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.16	0.60	0.60	0.19	0.11	0.01	0.02	0.10	0.10
Crit Moves:		****		****			****					****
Green/Cycle:	0.02	0.46	0.46	0.16	0.61	0.61	0.19	0.19	0.19	0.10	0.10	0.10
Volume/Cap:	0.99	1.00	1.00	1.00	0.99	0.99	1.00	0.54	0.03	0.21	1.00	1.00
Delay/Veh:	205.9	41.9	41.9	91.8	28.3	28.3	65.2	36.5	32.6	42.1	78.6	78.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	205.9	41.9	41.9	91.8	28.3	28.3	65.2	36.5	32.6	42.1	78.6	78.6
LOS by Move:	F	D	D	F	C	C	E	D	C	D	E	E
HCM2kAvgQ:	3	35	35	15	42	42	17	6	0	1	10	10

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.822
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 7.0
Optimal Cycle: 63 | Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	10	3130	100	100	3760	70	30	20	20	80	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	3130	100	100	3760	70	30	20	20	80	20	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	3130	100	100	3760	70	30	20	20	80	20	60
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:	10	3130	100	100	3760	70	30	20	20	80	20	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	3130	100	100	3760	70	30	20	20	80	20	60
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:	10	3130	100	100	3760	70	30	20	20	80	20	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.88	0.12	1.00	3.00	1.00	0.60	0.40	1.00	1.00	0.25	0.75
Final Sat.:	1900	6702	214	1900	5187	1900	1140	760	1900	1900	475	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.05	0.72	0.04	0.03	0.03	0.01	0.04	0.04	0.04
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.80	0.80	0.09	0.88	0.88	0.05	0.05	0.05	0.05	0.05	0.05
Volume/Cap:	0.82	0.58	0.58	0.58	0.82	0.04	0.51	0.51	0.21	0.82	0.82	0.82
Delay/Veh:	211.1	4.0	4.0	48.8	3.8	0.7	50.8	50.8	46.5	87.4	87.4	87.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	211.1	4.0	4.0	48.8	3.8	0.7	50.8	50.8	46.5	87.4	87.4	87.4
LOS by Move:	F	A	A	D	A	A	D	D	D	F	F	F
HCM2kAvgQ:	1	11	11	4	21	0	2	2	1	4	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.107
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 47.4
Optimal Cycle: 180 | Level Of Service: D

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	680	3070	0	0	3760	100	170	0	530	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:	680	3070	0	0	3760	100	170	0	530	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	680	3070	0	0	3760	100	170	0	530	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:	680	3070	0	0	3760	100	170	0	530	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	680	3070	0	0	3760	100	170	0	530	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:	680	3070	0	0	3760	100	170	0	530	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.92	0.08	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5053	134	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.44	0.00	0.00	0.74	0.74	0.09	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.17	0.84	0.00	0.00	0.67	0.67	0.08	0.00	0.25	0.00	0.00	0.00
Volume/Cap:	1.11	0.53	0.00	0.00	1.11	1.11	1.11	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	110.8	2.4	0.0	0.0	69.2	69.2	150.0	0.0	35.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.8	2.4	0.0	0.0	69.2	69.2	150.0	0.0	35.3	0.0	0.0	0.0
LOS by Move:	F	A	A	A	E	E	F	A	D	A	A	A
HCM2kAvgQ:	19	8	0	0	64	64	10	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.077
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.5
Optimal Cycle: 180 Level Of Service: D

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	120	2990	10	130	3950	210	320	80	50	20	130	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	2990	10	130	3950	210	320	80	50	20	130	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	2990	10	130	3950	210	320	80	50	20	130	20
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:	120	2990	10	130	3950	210	320	80	50	20	130	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	2990	10	130	3950	210	320	80	50	20	130	20
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:	120	2990	10	130	3950	210	320	80	50	20	130	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	1900	6893	23	1900	5187	1900	3686	1900	1900	1900	1647	253
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.43	0.07	0.76	0.11	0.09	0.04	0.03	0.01	0.08	0.08
Crit Moves:	****				****		****					****
Green/Cycle:	0.06	0.66	0.66	0.10	0.71	0.71	0.08	0.08	0.08	0.07	0.07	0.07
Volume/Cap:	1.08	0.66	0.66	0.66	1.08	0.16	1.08	0.52	0.33	0.14	1.08	1.08
Delay/Veh:	154.4	10.5	10.5	50.8	55.0	4.9	120.0	47.3	44.7	43.9	145	144.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	154.4	10.5	10.5	50.8	55.0	4.9	120.0	47.3	44.7	43.9	145	144.5
LOS by Move:	F	B	B	D	D	A	F	D	D	D	F	F
HCM2kAvgQ:	8	16	16	5	62	2	10	3	2	1	9	9

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.7
Optimal Cycle: 109 Level Of Service: D

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	70	2140	170	740	2810	410	790	580	20	310	630	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	2140	170	740	2810	410	790	580	20	310	630	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	2140	170	740	2810	410	790	580	20	310	630	210
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:	70	2140	170	740	2810	410	790	580	20	310	630	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2140	170	740	2810	410	790	580	20	310	630	210
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:	70	2140	170	740	2810	410	790	580	20	310	630	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.71	0.29	2.00	3.00	1.00	3.00	1.93	0.07	2.00	3.00	1.00
Final Sat.:	1900	6407	509	3686	5187	1900	5529	3490	120	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.20	0.54	0.22	0.14	0.17	0.17	0.08	0.12	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.39	0.39	0.24	0.59	0.59	0.16	0.19	0.19	0.10	0.13	0.13
Volume/Cap:	0.92	0.85	0.85	0.85	0.92	0.36	0.92	0.87	0.87	0.87	0.92	0.83
Delay/Veh:	122.6	30.2	30.2	44.1	23.1	10.9	55.9	50.5	50.5	64.1	59.9	62.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.6	30.2	30.2	44.1	23.1	10.9	55.9	50.5	50.5	64.1	59.9	62.9
LOS by Move:	F	C	C	D	C	B	E	D	D	E	E	E
HCM2kAvgQ:	5	20	20	14	32	7	12	12	12	8	11	9

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.705
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 8.2
Optimal Cycle: 43 | Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	2280	40	90	3000	50	40	70	30	20	50	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	2280	40	90	3000	50	40	70	30	20	50	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	2280	40	90	3000	50	40	70	30	20	50	60
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:	20	2280	40	90	3000	50	40	70	30	20	50	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2280	40	90	3000	50	40	70	30	20	50	60
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:	20	2280	40	90	3000	50	40	70	30	20	50	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	3.00	1.00	0.29	0.50	0.21	0.15	0.38	0.47
Final Sat.:	1900	5098	89	1900	5187	1900	543	950	407	292	731	877
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.45	0.05	0.58	0.03	0.07	0.07	0.07	0.07	0.07	0.07
Crit Moves:	****				****			****				
Green/Cycle:	0.01	0.76	0.76	0.08	0.82	0.82	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.70	0.59	0.59	0.59	0.70	0.03	0.70	0.70	0.70	0.65	0.65	0.65
Delay/Veh:	106.8	5.7	5.7	50.5	4.4	1.7	54.2	54.2	54.2	50.7	50.7	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.8	5.7	5.7	50.5	4.4	1.7	54.2	54.2	54.2	50.7	50.7	50.7
LOS by Move:	F	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	12	12	4	15	0	6	6	6	5	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout with Project
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.895
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 18.0
Optimal Cycle: 91 | Level Of Service: B

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	260	0	430	310	1890	0	0	3260	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	260	0	430	310	1890	0	0	3260	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	260	0	430	310	1890	0	0	3260	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	260	0	430	310	1890	0	0	3260	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	430	310	1890	0	0	3260	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	260	0	430	310	1890	0	0	3260	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.13	0.08	0.36	0.00	0.00	0.63	0.14
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.09	0.80	0.00	0.00	0.70	0.70
Volume/Cap:	0.00	0.00	0.00	0.49	0.00	0.89	0.89	0.46	0.00	0.00	0.89	0.20
Delay/Veh:	0.0	0.0	0.0	40.2	0.0	61.0	69.1	3.3	0.0	0.0	15.2	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.2	0.0	61.0	69.1	3.3	0.0	0.0	15.2	5.2
LOS by Move:	A	A	A	D	A	E	E	A	A	A	B	A
HCM2kAvgQ:	0	0	0	4	0	11	8	7	0	0	33	3

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Scenario Report

Scenario:	GP 3 Project Alt AM
Command:	GP 3 Project Alt AM
Volume:	GP 3 AM
Geometry:	GP Bluff to 17th
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	HCM

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.9
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	140	2230	10	40	1320	240	180	160	190	50	240	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	2230	10	40	1320	240	180	160	190	50	240	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	2230	10	40	1320	240	180	160	190	50	240	20
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:	140	2230	10	40	1320	240	180	160	190	50	240	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2230	10	40	1320	240	180	160	190	50	240	20
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:	140	2230	10	40	1320	240	180	160	190	50	240	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	3686	5187	1900	1900	5187	1900	3686	1900	1900	1900	3332	278
Capacity Analysis Module:												
Vol/Sat:	0.04	0.43	0.01	0.02	0.25	0.13	0.05	0.08	0.10	0.03	0.07	0.07
Crit Moves:		****		****					****	****		
Green/Cycle:	0.09	0.69	0.69	0.03	0.63	0.63	0.08	0.16	0.16	0.04	0.12	0.12
Volume/Cap:	0.41	0.63	0.01	0.63	0.41	0.20	0.60	0.53	0.63	0.63	0.60	0.60
Delay/Veh:	43.5	9.1	5.0	65.9	9.5	8.1	47.7	40.3	43.4	62.0	44.1	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	9.1	5.0	65.9	9.5	8.1	47.7	40.3	43.4	62.0	44.1	44.1
LOS by Move:	D	A	A	E	A	A	D	D	D	E	D	D
HCM2kAvgQ:	3	14	0	2	7	3	4	5	6	3	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Orange St/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.724
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 5.6
Optimal Cycle: 45 | Level Of Service: A

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	10	10	60	30	10	20	30	3220	10	50	1140	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	60	30	10	20	30	3220	10	50	1140	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	60	30	10	20	30	3220	10	50	1140	60
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:	10	10	60	30	10	20	30	3220	10	50	1140	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	60	30	10	20	30	3220	10	50	1140	60
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:	10	10	60	30	10	20	30	3220	10	50	1140	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.50	0.50	1.00	0.75	0.25	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	950	950	1900	1425	475	1900	1900	5171	16	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.02	0.02	0.01	0.02	0.62	0.62	0.03	0.22	0.03
Crit Moves:			****					****		****		
Green/Cycle:	0.04	0.04	0.04	0.04	0.04	0.04	0.06	0.86	0.86	0.04	0.84	0.84
Volume/Cap:	0.24	0.24	0.72	0.48	0.48	0.24	0.26	0.72	0.72	0.72	0.26	0.04
Delay/Veh:	47.7	47.7	74.1	51.1	51.1	47.7	46.1	3.2	3.2	79.0	1.7	1.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	47.7	74.1	51.1	51.1	47.7	46.1	3.2	3.2	79.0	1.7	1.4
LOS by Move:	D	D	E	D	D	D	D	A	A	E	A	A
HCM2kAvgQ:	1	1	3	2	2	1	1	15	15	3	3	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Prospect St/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.860
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 13.8
Optimal Cycle: 75 | Level Of Service: B

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	20	10	40	280	10	10	20	3280	10	30	1340	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	40	280	10	10	20	3280	10	30	1340	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	40	280	10	10	20	3280	10	30	1340	60
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:	20	10	40	280	10	10	20	3280	10	30	1340	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	40	280	10	10	20	3280	10	30	1340	60
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:	20	10	40	280	10	10	20	3280	10	30	1340	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	0.67	0.33	1.00	0.94	0.03	0.03	1.00	2.99	0.01	1.00	2.87	0.13
Final Sat.:	1267	633	1900	1773	63	63	1900	5171	16	1900	4965	222
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.16	0.16	0.16	0.01	0.63	0.63	0.02	0.27	0.27
Crit Moves:					****			****		****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.03	0.74	0.74	0.02	0.73	0.73
Volume/Cap:	0.09	0.09	0.11	0.86	0.86	0.86	0.37	0.86	0.86	0.86	0.37	0.37
Delay/Veh:	34.0	34.0	34.2	58.4	58.4	58.4	52.0	11.5	11.5	145.7	5.1	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	34.0	34.2	58.4	58.4	58.4	52.0	11.5	11.5	145.7	5.1	5.1
LOS by Move:	C	C	C	E	E	E	D	B	B	F	A	A
HCM2kAvgQ:	1	1	1	12	12	12	1	29	29	2	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W. Coast Hwy/Superior Ave

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.906
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 29.9
Optimal Cycle: 103 | Level Of Service: C

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	180	500	160	150	120	410	370	2760	270	130	830	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	500	160	150	120	410	370	2760	270	130	830	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	500	160	150	120	410	370	2760	270	130	830	250
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:	180	500	160	150	120	410	370	2760	270	130	830	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	500	160	150	120	410	370	2760	270	130	830	250
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:	180	500	160	150	120	410	370	2760	270	130	830	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.00	1.52	0.48	1.67	1.33	2.00	2.00	3.00	1.00	1.00	3.07	0.93
Final Sat.:	1805	2735	875	3008	2407	3344	3686	5187	1900	1900	5315	1601
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.18	0.05	0.05	0.12	0.10	0.53	0.14	0.07	0.16	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.20	0.20	0.20	0.06	0.06	0.31	0.26	0.59	0.59	0.08	0.40	0.40
Volume/Cap:	0.49	0.91	0.91	0.91	0.91	0.39	0.39	0.91	0.24	0.91	0.39	0.39
Delay/Veh:	35.6	51.2	51.2	76.2	76.2	27.0	30.7	22.5	10.0	93.9	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	51.2	51.2	76.2	76.2	27.0	30.7	22.5	10.0	93.9	21.2	21.2
LOS by Move:	D	D	D	E	E	C	C	C	B	F	C	C
HCM2kAvgQ:	6	14	14	5	5	6	5	31	4	7	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Newport Blvd/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.837
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 19.2
Optimal Cycle: 68 | Level Of Service: B

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	370	0	550	0	2580	130	0	1410	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	370	0	550	0	2580	130	0	1410	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	370	0	550	0	2580	130	0	1410	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	370	0	550	0	2580	0	0	1410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	370	0	550	0	2580	0	0	1410	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	370	0	550	0	2580	0	0	1410	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.29	0.00	0.50	0.00	0.00	0.27	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.35	0.00	0.35	0.00	0.59	0.00	0.00	0.59	0.00
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.84	0.00	0.84	0.00	0.00	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	23.9	0.0	39.4	0.0	18.5	0.0	0.0	11.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.9	0.0	39.4	0.0	18.5	0.0	0.0	11.4	0.0
LOS by Move:	A	A	A	C	A	D	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	4	0	18	0	26	0	0	9	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.698
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.4
Optimal Cycle: 42 | Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 0 0			0 1 0 0 1			2 0 2 1 0			1 0 2 1 0		
Volume Module:												
Base Vol:	10	0	0	90	10	360	210	2680	10	10	1690	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	0	90	10	360	210	2680	10	10	1690	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	0	90	10	360	210	2680	10	10	1690	40
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:	10	0	0	90	10	360	210	2680	10	10	1690	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	0	90	10	360	210	2680	10	10	1690	40
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:	10	0	0	90	10	360	210	2680	10	10	1690	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.91	0.91	1.00	0.91	0.91
Lanes:	1.00	0.00	0.00	0.90	0.10	1.00	2.00	2.99	0.01	1.00	2.93	0.07
Final Sat.:	1900	0	0	1710	190	1900	3686	5168	19	1900	5067	120
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.05	0.05	0.19	0.06	0.52	0.52	0.01	0.33	0.33
Crit Moves:						****		****		****		
Green/Cycle:	0.19	0.00	0.00	0.19	0.19	0.30	0.11	0.74	0.74	0.01	0.64	0.64
Volume/Cap:	0.03	0.00	0.00	0.28	0.28	0.63	0.52	0.70	0.70	0.70	0.52	0.52
Delay/Veh:	33.0	0.0	0.0	35.1	35.1	32.6	43.3	7.5	7.5	142.3	9.8	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	0.0	0.0	35.1	35.1	32.6	43.3	7.5	7.5	142.3	9.8	9.8
LOS by Move:	C	A	A	D	D	C	D	A	A	F	A	A
HCM2kAvgQ:	0	0	0	3	3	10	4	17	17	1	11	11

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.585
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 18.4
Optimal Cycle: 119 | Level Of Service: B

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 0 1			0 0 1! 0 0			1 0 2 1 0			0 0 3 0 1		
Volume Module:												
Base Vol:	0	0	10	30	0	40	120	2650	10	0	1710	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	30	0	40	120	2650	10	0	1710	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	30	0	40	120	2650	10	0	1710	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	30	0	40	120	2650	10	0	1710	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	30	0	40	120	2650	10	0	1710	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	30	0	40	120	2650	10	0	1710	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.43	0.00	0.57	1.00	2.99	0.01	0.00	3.00	1.00
Final Sat.:	0	0	1900	814	0	1086	1900	5168	20	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.04	0.00	0.04	0.06	0.51	0.51	0.00	0.33	0.02
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.04	0.04	0.00	0.04	0.55	0.90	0.90	0.00	0.35	0.35
Volume/Cap:	0.00	0.00	0.13	0.94	0.00	0.94	0.12	0.57	0.57	0.00	0.94	0.06
Delay/Veh:	0.0	0.0	47.2	129.8	0.0	129.8	10.9	1.2	1.2	0.0	40.9	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	47.2	129.8	0.0	129.8	10.9	1.2	1.2	0.0	40.9	21.5
LOS by Move:	A	A	D	F	A	F	B	A	A	A	D	C
HCM2kAvgQ:	0	0	0	5	0	5	2	7	7	0	23	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.773
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 20.7
Optimal Cycle: 60 | Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	20	30	30	1030	10	80	190	2600	10	10	1760	710
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	30	1030	10	80	190	2600	10	10	1760	710
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	30	30	1030	10	80	190	2600	10	10	1760	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	30	30	1030	10	80	190	2600	10	10	1760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	30	1030	10	80	190	2600	10	10	1760	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	30	30	1030	10	80	190	2600	10	10	1760	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.00	1.00	3.00	1.00	1.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1900	1805	1805	5529	1900	1900	3686	5167	20	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.19	0.01	0.04	0.05	0.50	0.50	0.01	0.34	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.02	0.02	0.02	0.24	0.24	0.24	0.09	0.65	0.65	0.01	0.57	0.00
Volume/Cap:	0.49	0.77	0.77	0.77	0.02	0.17	0.59	0.77	0.77	0.77	0.59	0.00
Delay/Veh:	57.3	85.9	85.9	38.3	29.0	30.3	47.0	13.4	13.4	182.2	14.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	85.9	85.9	38.3	29.0	30.3	47.0	13.4	13.4	182.2	14.3	0.0
LOS by Move:	E	F	F	D	C	C	D	B	B	F	B	A
HCM2kAvgQ:	1	2	2	12	0	2	4	22	22	1	13	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.686
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 22.8
Optimal Cycle: 47 | Level Of Service: C

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	20	10	350	40	320	590	2470	10	20	960	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	10	350	40	320	590	2470	10	20	960	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	10	350	40	320	590	2470	10	20	960	100
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:	10	20	10	350	40	320	590	2470	10	20	960	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	10	350	40	320	590	2470	10	20	960	100
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:	10	20	10	350	40	320	590	2470	10	20	960	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.67	0.33	1.79	0.21	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1346	673	3623	414	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.10	0.10	0.16	0.29	0.45	0.00	0.01	0.17	0.05
Crit Moves:		****				****		****		****		
Green/Cycle:	0.02	0.02	0.02	0.23	0.23	0.23	0.42	0.65	0.65	0.01	0.25	0.25
Volume/Cap:	0.23	0.69	0.69	0.42	0.42	0.69	0.70	0.69	0.01	0.69	0.70	0.20
Delay/Veh:	50.8	85.6	85.6	33.0	33.0	39.4	26.5	11.5	6.1	100.4	35.7	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	85.6	85.6	33.0	33.0	39.4	26.5	11.5	6.1	100.4	35.7	29.8
LOS by Move:	D	F	F	C	C	D	C	B	A	F	D	C
HCM2kAvgQ:	1	2	2	5	5	10	16	18	0	2	11	2

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.719
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 19.1
Optimal Cycle: 51 | Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	30	10	630	10	200	200	2620	10	10	870	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	30	10	630	10	200	200	2620	10	10	870	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	30	10	630	10	200	200	2620	10	10	870	350
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:	10	30	10	630	10	200	200	2620	10	10	870	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	30	10	630	10	200	200	2620	10	10	870	350
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:	10	30	10	630	10	200	200	2620	10	10	870	350
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.75	0.25	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1514	505	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.16	0.00	0.10	0.10	0.48	0.00	0.00	0.16	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.03	0.03	0.03	0.22	0.22	0.22	0.26	0.66	0.66	0.01	0.41	0.63
Volume/Cap:	0.18	0.72	0.72	0.72	0.02	0.44	0.38	0.72	0.01	0.72	0.38	0.27
Delay/Veh:	49.1	84.5	84.5	38.8	30.3	34.1	31.0	11.6	5.8	152.6	20.7	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	84.5	84.5	38.8	30.3	34.1	31.0	11.6	5.8	152.6	20.7	8.2
LOS by Move:	D	F	F	D	C	C	C	B	A	F	C	A
HCM2kAvgQ:	0	3	3	11	0	6	5	20	0	1	7	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.466
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 18.4
Optimal Cycle: 26 | Level Of Service: B

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	3 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	350	560	910	0	1750	40	90	330	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	350	560	910	0	1750	40	90	330	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	350	560	910	0	1750	40	90	330	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	350	560	0	0	1750	40	90	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	350	560	0	0	1750	40	90	330	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	350	560	0	0	1750	40	90	330	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.54	2.46	1.00	0.00	3.91	0.09	1.00	1.00	0.00
Final Sat.:	0	0	0	2660	4256	1900	0	6761	155	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.26	0.26	0.05	0.17	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.28	0.28	0.00	0.00	0.56	0.56	0.10	0.66	0.00
Volume/Cap:	0.00	0.00	0.00	0.47	0.47	0.00	0.00	0.47	0.47	0.47	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	29.8	29.8	0.0	0.0	13.4	13.4	44.1	7.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.8	29.8	0.0	0.0	13.4	13.4	44.1	7.2	0.0
LOS by Move:	A	A	A	C	C	A	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	7	7	0	0	9	9	3	4	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.814
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 29.4
Optimal Cycle: 61 | Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 1	0	0 0	0 0	0	2 0	2 0	0	0 0	1 1	1
Volume Module:												
Base Vol:	90	1010	40	0	0	0	1710	390	0	0	330	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1010	40	0	0	0	1710	390	0	0	330	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1010	40	0	0	0	1710	390	0	0	330	410
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:	90	1010	40	0	0	0	1710	390	0	0	330	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1010	40	0	0	0	1710	390	0	0	330	410
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:	90	1010	40	0	0	0	1710	390	0	0	330	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Lanes:	0.32	3.54	0.14	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.34	1.66
Final Sat.:	546	6127	243	0	0	0	3686	3610	0	0	2415	3000
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.00	0.00	0.00	0.46	0.11	0.00	0.00	0.14	0.14
Crit Moves:		****					****				****	
Green/Cycle:	0.20	0.20	0.20	0.00	0.00	0.00	0.57	0.74	0.00	0.00	0.17	0.17
Volume/Cap:	0.81	0.81	0.81	0.00	0.00	0.00	0.81	0.15	0.00	0.00	0.81	0.81
Delay/Veh:	41.9	41.9	41.9	0.0	0.0	0.0	19.8	3.9	0.0	0.0	45.8	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	41.9	41.9	0.0	0.0	0.0	19.8	3.9	0.0	0.0	45.8	45.8
LOS by Move:	D	D	D	A	A	A	B	A	A	A	D	D
HCM2kAvgQ:	12	12	12	0	0	0	23	2	0	0	10	10

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.077
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 52.1
Optimal Cycle: 180 | Level Of Service: D

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	10	3350	10	290	3050	660	1350	210	10	20	220	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	3350	10	290	3050	660	1350	210	10	20	220	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	3350	10	290	3050	660	1350	210	10	20	220	330
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:	10	3350	10	290	3050	660	1350	210	10	20	220	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	3350	10	290	3050	660	1350	210	10	20	220	330
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:	10	3350	10	290	3050	660	1350	210	10	20	220	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.99	0.01	1.00	4.00	1.00	3.00	1.00	1.00	1.00	2.00	2.00
Final Sat.:	1900	6895	21	1900	6916	1729	5253	1805	1900	1900	3458	3458
Capacity Analysis Module:												
Vol/Sat:	0.01	0.49	0.49	0.15	0.44	0.38	0.26	0.12	0.01	0.01	0.06	0.10
Crit Moves:		****		****			****					****
Green/Cycle:	0.01	0.45	0.45	0.14	0.59	0.59	0.24	0.24	0.24	0.09	0.09	0.09
Volume/Cap:	0.75	1.08	1.08	1.08	0.75	0.65	1.08	0.49	0.02	0.12	0.72	1.08
Delay/Veh:	170.8	68.9	68.9	119.8	16.0	14.1	85.5	32.9	29.2	42.3	47.7	107.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	170.8	68.9	68.9	119.8	16.0	14.1	85.5	32.9	29.2	42.3	47.7	107.7
LOS by Move:	F	E	E	F	B	B	F	C	C	D	D	F
HCM2kAvgQ:	1	41	41	16	20	15	24	6	0	1	5	11

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.664
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 4.7
Optimal Cycle: 38 | Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	10	3300	30	50	3020	10	10	10	10	80	10	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	3300	30	50	3020	10	10	10	10	80	10	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	3300	30	50	3020	10	10	10	10	80	10	60
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:	10	3300	30	50	3020	10	10	10	10	80	10	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	3300	30	50	3020	10	10	10	10	80	10	60
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:	10	3300	30	50	3020	10	10	10	10	80	10	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.96	0.04	1.00	3.00	1.00	0.50	0.50	1.00	1.00	0.14	0.86
Final Sat.:	1900	6854	62	1900	5187	1900	950	950	1900	1900	271	1629
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.03	0.58	0.01	0.01	0.01	0.01	0.04	0.04	0.04
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.84	0.84	0.05	0.88	0.88	0.06	0.06	0.06	0.06	0.06	0.06
Volume/Cap:	0.66	0.57	0.57	0.57	0.66	0.01	0.19	0.19	0.09	0.76	0.66	0.66
Delay/Veh:	125.4	2.7	2.7	55.8	2.2	0.8	46.0	46.0	45.2	73.4	61.2	61.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.4	2.7	2.7	55.8	2.2	0.8	46.0	46.0	45.2	73.4	61.2	61.2
LOS by Move:	F	A	A	E	A	A	D	D	D	E	E	E
HCM2kAvgQ:	1	9	9	2	11	0	1	1	0	4	3	3

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.811
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 11.4
Optimal Cycle: 68 | Level Of Service: B

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	270	3270	0	0	3010	100	70	0	490	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:	270	3270	0	0	3010	100	70	0	490	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	3270	0	0	3010	100	70	0	490	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:	270	3270	0	0	3010	100	70	0	490	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	3270	0	0	3010	100	70	0	490	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:	270	3270	0	0	3010	100	70	0	490	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.90	0.10	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5020	167	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.47	0.00	0.00	0.60	0.60	0.04	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.09	0.83	0.00	0.00	0.74	0.74	0.09	0.00	0.18	0.00	0.00	0.00
Volume/Cap:	0.81	0.57	0.00	0.00	0.81	0.81	0.41	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	58.6	2.9	0.0	0.0	9.9	9.9	44.5	0.0	47.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	2.9	0.0	0.0	9.9	9.9	44.5	0.0	47.5	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	6	9	0	0	24	24	2	0	11	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.818
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 15.2
Optimal Cycle: 70 | Level Of Service: B

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	70	3140	10	90	3020	230	280	90	30	10	70	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	3140	10	90	3020	230	280	90	30	10	70	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	3140	10	90	3020	230	280	90	30	10	70	40
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:	70	3140	10	90	3020	230	280	90	30	10	70	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	3140	10	90	3020	230	280	90	30	10	70	40
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:	70	3140	10	90	3020	230	280	90	30	10	70	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.64	0.36
Final Sat.:	1900	6894	22	1900	5187	1900	3686	1900	1900	1900	1209	691
Capacity Analysis Module:												
Vol/Sat:	0.04	0.46	0.46	0.05	0.58	0.12	0.08	0.05	0.02	0.01	0.06	0.06
Crit Moves:	****				****		****					****
Green/Cycle:	0.05	0.69	0.69	0.07	0.71	0.71	0.09	0.09	0.09	0.07	0.07	0.07
Volume/Cap:	0.82	0.66	0.66	0.66	0.82	0.17	0.82	0.51	0.17	0.07	0.82	0.82
Delay/Veh:	91.1	9.5	9.5	57.1	11.5	4.8	58.8	45.7	42.3	43.6	76.9	76.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.1	9.5	9.5	57.1	11.5	4.8	58.8	45.7	42.3	43.6	76.9	76.9
LOS by Move:	F	A	A	E	B	A	E	D	D	D	E	E
HCM2kAvgQ:	4	16	16	4	25	2	7	3	1	0	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.803
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 28.9
Optimal Cycle: 66 | Level Of Service: C

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	10	2140	240	590	2250	420	870	600	10	150	400	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2140	240	590	2250	420	870	600	10	150	400	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	2140	240	590	2250	420	870	600	10	150	400	150
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:	10	2140	240	590	2250	420	870	600	10	150	400	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2140	240	590	2250	420	870	600	10	150	400	150
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:	10	2140	240	590	2250	420	870	600	10	150	400	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.60	0.40	2.00	3.00	1.00	3.00	1.97	0.03	2.00	3.00	1.00
Final Sat.:	1900	6219	697	3686	5187	1900	5529	3551	59	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.16	0.43	0.22	0.16	0.17	0.17	0.04	0.08	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.01	0.43	0.43	0.20	0.62	0.62	0.20	0.24	0.24	0.06	0.10	0.10
Volume/Cap:	0.70	0.80	0.80	0.80	0.70	0.36	0.80	0.72	0.72	0.72	0.80	0.82
Delay/Veh:	142.8	26.6	26.6	44.5	13.4	9.4	42.8	38.2	38.2	57.8	53.4	69.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.8	26.6	26.6	44.5	13.4	9.4	42.8	38.2	38.2	57.8	53.4	69.2
LOS by Move:	F	C	C	D	B	A	D	D	D	E	D	E
HCM2kAvgQ:	1	19	19	11	18	6	11	10	10	4	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.637
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 10.0
Optimal Cycle: 36 | Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	30	2310	60	60	2290	60	30	60	10	30	130	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	2310	60	60	2290	60	30	60	10	30	130	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	2310	60	60	2290	60	30	60	10	30	130	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	2310	60	60	2290	60	30	60	10	30	130	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	2310	60	60	2290	60	30	60	10	30	130	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	2310	60	60	2290	60	30	60	10	30	130	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.92	0.08	1.00	3.00	1.00	0.30	0.60	0.10	0.14	0.62	0.24
Final Sat.:	1900	5056	131	1900	5187	1900	570	1140	190	271	1176	452
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.03	0.44	0.03	0.05	0.05	0.05	0.11	0.11	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.03	0.72	0.72	0.05	0.74	0.74	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.60	0.64	0.64	0.64	0.60	0.04	0.30	0.30	0.30	0.64	0.64	0.64
Delay/Veh:	66.2	7.7	7.7	60.3	6.3	3.5	36.6	36.6	36.6	42.5	42.5	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	7.7	7.7	60.3	6.3	3.5	36.6	36.6	36.6	42.5	42.5	42.5
LOS by Move:	E	A	A	E	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	14	14	3	12	0	3	3	3	7	7	7

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
AM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.719
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 12.0
Optimal Cycle: 44 | Level Of Service: B

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	260	0	190	460	3140	0	0	1230	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	260	0	190	460	3140	0	0	1230	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	260	0	190	460	3140	0	0	1230	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	260	0	190	460	3140	0	0	1230	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	190	460	3140	0	0	1230	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	260	0	190	460	3140	0	0	1230	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.06	0.12	0.61	0.00	0.00	0.24	0.10
Crit Moves:				****				****		****		
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.29	0.84	0.00	0.00	0.55	0.55
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.58	0.43	0.72	0.00	0.00	0.43	0.18
Delay/Veh:	0.0	0.0	0.0	50.6	0.0	45.7	29.1	3.8	0.0	0.0	13.3	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	50.6	0.0	45.7	29.1	3.8	0.0	0.0	13.3	11.3
LOS by Move:	A	A	A	D	A	D	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	6	0	4	6	15	0	0	8	3

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Scenario Report

Scenario:	GP 3 Project Alt PM
Command:	GP 3 Project Alt PM
Volume:	GP 3 PM
Geometry:	GP Bluff to 17th
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Route
Configuration:	HCM

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Hospital Rd/Newport Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.3
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Newport Boulevard						Hospital Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	1 0	3 0	1	2 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	240	1090	110	10	2150	140	210	130	40	240	240	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	1090	110	10	2150	140	210	130	40	240	240	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	1090	110	10	2150	140	210	130	40	240	240	90
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:	240	1090	110	10	2150	140	210	130	40	240	240	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1090	110	10	2150	140	210	130	40	240	240	90
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:	240	1090	110	10	2150	140	210	130	40	240	240	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	0.95	0.95
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	2.00	1.00	1.00	1.00	1.45	0.55
Final Sat.:	3686	5187	1900	1900	5187	1900	3686	1900	1900	1900	2625	985
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.06	0.01	0.41	0.07	0.06	0.07	0.02	0.13	0.09	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.64	0.64	0.02	0.57	0.57	0.10	0.09	0.09	0.17	0.16	0.16
Volume/Cap:	0.73	0.33	0.09	0.33	0.73	0.13	0.56	0.73	0.23	0.73	0.56	0.56
Delay/Veh:	52.7	8.3	7.0	54.9	17.1	10.2	44.6	58.7	42.6	47.5	39.7	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	8.3	7.0	54.9	17.1	10.2	44.6	58.7	42.6	47.5	39.7	39.7
LOS by Move:	D	A	A	D	B	B	D	E	D	D	D	D
HCM2kAvgQ:	5	6	1	1	19	2	4	6	1	9	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #6 Orange St/W. Coast Hwy

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.1
Optimal Cycle: 58 Level Of Service: A

****

Street Name:	Orange Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	30	10	40	40	10	20	50	2110	20	60	3620	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	10	40	40	10	20	50	2110	20	60	3620	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	10	40	40	10	20	50	2110	20	60	3620	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	10	40	40	10	20	50	2110	20	60	3620	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	10	40	40	10	20	50	2110	20	60	3620	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	10	40	40	10	20	50	2110	20	60	3620	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.75	0.25	1.00	0.80	0.20	1.00	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1425	475	1900	1520	380	1900	1900	5138	49	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.01	0.03	0.41	0.41	0.03	0.70	0.04
Crit Moves:					****		****				****	
Green/Cycle:	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.84	0.84	0.06	0.87	0.87
Volume/Cap:	0.64	0.64	0.64	0.80	0.80	0.32	0.80	0.49	0.49	0.49	0.80	0.05
Delay/Veh:	67.8	67.8	67.8	97.8	97.8	50.2	97.8	2.2	2.2	48.2	3.7	0.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	67.8	67.8	97.8	97.8	50.2	97.8	2.2	2.2	48.2	3.7	0.8
LOS by Move:	E	E	E	F	F	D	F	A	A	D	A	A
HCM2kAvgQ:	2	2	2	3	3	1	3	7	7	2	19	0

****

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #7 Prospect St/W. Coast Hwy

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 73 Level Of Service: A

****

Street Name:	Prospect Street						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 0	1!	0 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	10	10	30	100	10	20	20	2150	20	30	3620	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	10	30	100	10	20	20	2150	20	30	3620	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	10	30	100	10	20	20	2150	20	30	3620	140
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:	10	10	30	100	10	20	20	2150	20	30	3620	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	30	100	10	20	20	2150	20	30	3620	140
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:	10	10	30	100	10	20	20	2150	20	30	3620	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lanes:	0.50	0.50	1.00	0.77	0.08	0.15	1.00	2.97	0.03	1.00	2.89	0.11
Final Sat.:	950	950	1900	1462	146	292	1900	5139	48	1900	4994	193
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.07	0.07	0.07	0.01	0.42	0.42	0.02	0.72	0.72
Crit Moves:					****		****				****	
Green/Cycle:	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.83	0.83	0.03	0.85	0.85
Volume/Cap:	0.13	0.13	0.20	0.86	0.86	0.86	0.86	0.50	0.50	0.50	0.86	0.86
Delay/Veh:	43.2	43.2	43.6	80.4	80.4	80.4	171.0	2.6	2.6	54.5	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	43.2	43.6	80.4	80.4	80.4	171.0	2.6	2.6	54.5	6.0	6.0
LOS by Move:	D	D	D	F	F	F	F	A	A	D	A	A
HCM2kAvgQ:	1	1	1	6	6	6	2	8	8	2	26	26

****

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #8 W. Coast Hwy/Superior Ave

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.2
Optimal Cycle: 77 Level Of Service: C

****

Street Name:	Superior Avenue						W. Coast Highway					
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			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 1	0	1 1	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	360	180	150	290	390	450	310	1510	330	280	2800	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	180	150	290	390	450	310	1510	330	280	2800	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	180	150	290	390	450	310	1510	330	280	2800	230
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:	360	180	150	290	390	450	310	1510	330	280	2800	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	180	150	290	390	450	310	1510	330	280	2800	230
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:	360	180	150	290	390	450	310	1510	330	280	2800	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	1.57	0.78	0.65	1.28	1.72	2.00	2.00	3.00	1.00	1.00	3.70	0.30
Final Sat.:	2825	1413	1177	2309	3106	3344	3686	5187	1900	1900	6391	525
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.13	0.13	0.13	0.08	0.29	0.17	0.15	0.44	0.44
Crit Moves:			****		****		****				****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.25	0.10	0.41	0.41	0.21	0.52	0.52
Volume/Cap:	0.84	0.84	0.84	0.84	0.84	0.54	0.84	0.71	0.42	0.71	0.84	0.84
Delay/Veh:	49.2	49.2	49.2	49.4	49.4	33.3	60.2	25.5	21.3	42.6	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	49.2	49.2	49.4	49.4	33.3	60.2	25.5	21.3	42.6	22.5	22.5
LOS by Move:	D	D	D	D	D	C	E	C	C	D	C	C
HCM2kAvgQ:	10	10	10	10	10	7	7	15	7	9	24	24

****

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #9 Newport Blvd/W. Coast Hwy

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 58 Level Of Service: B

****

Street Name:	Newport Boulevard						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	0 0	3 0	1	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	560	0	440	0	1950	170	0	2700	660
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	560	0	440	0	1950	170	0	2700	660
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	560	0	440	0	1950	170	0	2700	660
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	560	0	440	0	1950	0	0	2700	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	560	0	440	0	1950	0	0	2700	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	560	0	440	0	1950	0	0	2700	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	1900	0	5187	1900	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.23	0.00	0.38	0.00	0.00	0.52	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.00	0.65	0.00	0.00	0.65	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.80	0.00	0.58	0.00	0.00	0.80	0.00
Delay/Veh:	0.0	0.0	0.0	30.3	0.0	41.0	0.0	10.0	0.0	0.0	14.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.3	0.0	41.0	0.0	10.0	0.0	0.0	14.2	0.0
LOS by Move:	A	A	A	C	A	D	A	B	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	15	0	12	0	0	24	0

****

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Riverside Ave/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.835
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 15.5
Optimal Cycle: 67 | Level Of Service: B

Street Name:	Riverside Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	2 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	20	10	10	110	10	400	380	2190	10	10	2930	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	10	110	10	400	380	2190	10	10	2930	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	10	110	10	400	380	2190	10	10	2930	50
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:	20	10	10	110	10	400	380	2190	10	10	2930	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	10	110	10	400	380	2190	10	10	2930	50
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:	20	10	10	110	10	400	380	2190	10	10	2930	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.91	0.91	1.00	0.91	0.91
Lanes:	0.50	0.25	0.25	0.92	0.08	1.00	2.00	2.99	0.01	1.00	2.95	0.05
Final Sat.:	950	475	475	1742	158	1900	3686	5163	24	1900	5100	87
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.21	0.10	0.42	0.42	0.01	0.57	0.57
Crit Moves:						****	****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.25	0.12	0.80	0.80	0.01	0.69	0.69
Volume/Cap:	0.16	0.16	0.16	0.49	0.49	0.84	0.84	0.53	0.53	0.53	0.84	0.84
Delay/Veh:	39.1	39.1	39.1	42.1	42.1	47.5	55.4	3.6	3.6	74.8	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	39.1	39.1	42.1	42.1	47.5	55.4	3.6	3.6	74.8	13.3	13.3
LOS by Move:	D	D	D	D	D	D	E	A	A	E	B	B
HCM2kAvgQ:	1	1	1	4	4	14	8	9	9	1	27	27

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tustin Ave/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.794
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 11.3
Optimal Cycle: 57 | Level Of Service: B

Street Name:	Tustin Avenue						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	1! 0	0	1 0	2 1	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	10	50	0	150	160	2100	10	0	2890	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	50	0	150	160	2100	10	0	2890	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	50	0	150	160	2100	10	0	2890	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	50	0	150	160	2100	10	0	2890	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	50	0	150	160	2100	10	0	2890	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	50	0	150	160	2100	10	0	2890	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	0.00	0.00	1.00	0.25	0.00	0.75	1.00	2.99	0.01	0.00	3.00	1.00
Final Sat.:	0	0	1900	475	0	1425	1900	5162	25	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.11	0.00	0.11	0.08	0.41	0.41	0.00	0.56	0.06
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.13	0.13	0.00	0.13	0.11	0.81	0.81	0.00	0.70	0.70
Volume/Cap:	0.00	0.00	0.04	0.79	0.00	0.79	0.79	0.50	0.50	0.00	0.79	0.08
Delay/Veh:	0.0	0.0	37.9	57.9	0.0	57.9	62.8	3.2	3.2	0.0	11.3	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	37.9	57.9	0.0	57.9	62.8	3.2	3.2	0.0	11.3	4.8
LOS by Move:	A	A	D	E	A	E	E	A	A	A	B	A
HCM2kAvgQ:	0	0	0	8	0	8	7	8	8	0	23	1

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Dover Dr/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.886
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 21.0
Optimal Cycle: 93 | Level Of Service: C

Street Name:	Dover Drive						W. Coast Highway					
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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	3 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	20	20	10	960	20	100	130	2100	20	10	3090	1110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	20	10	960	20	100	130	2100	20	10	3090	1110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	20	10	960	20	100	130	2100	20	10	3090	1110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	20	10	960	20	100	130	2100	20	10	3090	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	20	10	960	20	100	130	2100	20	10	3090	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	20	10	960	20	100	130	2100	20	10	3090	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.97	1.00	1.00	0.97	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.33	0.67	3.00	1.00	1.00	2.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1900	2407	1203	5529	1900	1900	3686	5138	49	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.17	0.01	0.05	0.04	0.41	0.41	0.01	0.60	0.00
Crit Moves:	****			****			****				****	
Green/Cycle:	0.01	0.01	0.01	0.20	0.20	0.20	0.04	0.70	0.70	0.01	0.67	0.00
Volume/Cap:	0.89	0.70	0.70	0.89	0.05	0.27	0.89	0.58	0.58	0.58	0.89	0.00
Delay/Veh:	187.0	89.8	89.8	48.1	32.7	34.5	90.4	7.7	7.7	91.0	16.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	187.0	89.8	89.8	48.1	32.7	34.5	90.4	7.7	7.7	91.0	16.4	0.0
LOS by Move:	F	F	F	D	C	C	F	A	A	F	B	A
HCM2kAvgQ:	2	1	1	13	1	3	4	12	12	1	31	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Magnolia St/PCH

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.030
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 44.2
Optimal Cycle: 180 | Level Of Service: D

Street Name:	Magnolia Street						Pacific Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 1	0 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	10	20	20	150	30	550	410	1830	10	30	2490	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	20	20	150	30	550	410	1830	10	30	2490	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	20	20	150	30	550	410	1830	10	30	2490	470
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:	10	20	20	150	30	550	410	1830	10	30	2490	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	20	20	150	30	550	410	1830	10	30	2490	470
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:	10	20	20	150	30	550	410	1830	10	30	2490	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.50	0.50	1.67	0.33	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	1009	1009	3365	673	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.02	0.04	0.04	0.27	0.20	0.33	0.00	0.01	0.45	0.23
Crit Moves:		****				****	****				****	
Green/Cycle:	0.02	0.02	0.02	0.26	0.26	0.26	0.20	0.61	0.61	0.03	0.44	0.44
Volume/Cap:	0.26	1.03	1.03	0.17	0.17	1.03	1.03	0.55	0.01	0.55	1.03	0.53
Delay/Veh:	51.8	202	202.3	28.4	28.4	83.5	93.0	11.6	7.7	58.9	54.4	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	202	202.3	28.4	28.4	83.5	93.0	11.6	7.7	58.9	54.4	21.1
LOS by Move:	D	F	F	C	C	F	F	B	A	E	D	C
HCM2kAvgQ:	1	3	3	2	2	25	19	12	0	2	38	11

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Brookhurst St/PCH

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.807
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 17.5
Optimal Cycle: 67 | Level Of Service: B

Street Name:	Brookhurst Street						Pacific Coast HIghway					
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			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	2 0	1 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	20	30	40	390	50	190	210	1750	40	20	2780	880
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	40	390	50	190	210	1750	40	20	2780	880
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	30	40	390	50	190	210	1750	40	20	2780	880
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:	20	30	40	390	50	190	210	1750	40	20	2780	880
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	40	390	50	190	210	1750	40	20	2780	880
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:	20	30	40	390	50	190	210	1750	40	20	2780	880
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.06	1.06	1.06	1.03	1.06	1.06	1.06	0.97	1.06	1.06	0.97	1.06
Lanes:	1.00	0.43	0.57	2.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2019	865	1154	3916	2019	2019	2019	5511	2019	2019	5511	2019
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.10	0.02	0.09	0.10	0.32	0.02	0.01	0.50	0.44
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.04	0.04	0.12	0.12	0.12	0.13	0.73	0.73	0.02	0.62	0.75
Volume/Cap:	0.23	0.81	0.81	0.81	0.20	0.76	0.81	0.43	0.03	0.43	0.81	0.58
Delay/Veh:	47.6	88.3	88.3	52.4	39.8	55.4	59.1	5.4	3.7	54.7	15.7	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	88.3	88.3	52.4	39.8	55.4	59.1	5.4	3.7	54.7	15.7	6.2
LOS by Move:	D	F	F	D	D	E	E	A	A	D	B	A
HCM2kAvgQ:	1	4	4	8	1	8	9	8	0	1	25	12

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Newport Blvd/Victoria St [Ramp]

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.429
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 21.3
Optimal Cycle: 24 | Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 1	2 0	1	0 0	3 1	0	1 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	650	800	1330	0	900	40	110	260	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	650	800	1330	0	900	40	110	260	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	650	800	1330	0	900	40	110	260	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	650	800	0	0	900	40	110	260	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	650	800	0	0	900	40	110	260	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	650	800	0	0	900	40	110	260	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.79	2.21	1.00	0.00	3.83	0.17	1.00	1.00	0.00
Final Sat.:	0	0	0	3100	3816	1900	0	6622	294	1900	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.00	0.00	0.14	0.14	0.06	0.14	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.00	0.00	0.49	0.49	0.00	0.00	0.32	0.32	0.13	0.45	0.00
Volume/Cap:	0.00	0.00	0.00	0.43	0.43	0.00	0.00	0.43	0.43	0.43	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	16.6	16.6	0.0	0.0	27.2	27.2	40.9	17.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.6	16.6	0.0	0.0	27.2	27.2	40.9	17.6	0.0
LOS by Move:	A	A	A	B	B	A	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	8	8	0	0	6	6	4	5	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Newport Blvd /Victoria St (22nd St) [Ramp]

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.497
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 22.6
Optimal Cycle: 27 | Level Of Service: C

Street Name:	Newport Boulevard						Victoria Street (22nd Street)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	2 1	0	0 0	0 0	0	2 0	2 0	0	0 0	1 1	1
Volume Module:												
Base Vol:	120	750	100	0	0	0	880	670	0	0	250	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	750	100	0	0	0	880	670	0	0	250	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	750	100	0	0	0	880	670	0	0	250	230
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:	120	750	100	0	0	0	880	670	0	0	250	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	750	100	0	0	0	880	670	0	0	250	230
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:	120	750	100	0	0	0	880	670	0	0	250	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	0.95
Lanes:	0.49	3.10	0.41	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.56	1.44
Final Sat.:	856	5347	713	0	0	0	3686	3610	0	0	2820	2595
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.00	0.00	0.00	0.24	0.19	0.00	0.00	0.09	0.09
Crit Moves:		****					****				****	
Green/Cycle:	0.28	0.28	0.28	0.00	0.00	0.00	0.48	0.66	0.00	0.00	0.18	0.18
Volume/Cap:	0.50	0.50	0.50	0.00	0.00	0.00	0.50	0.28	0.00	0.00	0.50	0.50
Delay/Veh:	30.2	30.2	30.2	0.0	0.0	0.0	18.0	7.2	0.0	0.0	37.5	37.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	30.2	30.2	0.0	0.0	0.0	18.0	7.2	0.0	0.0	37.5	37.5
LOS by Move:	C	C	C	A	A	A	B	A	A	A	D	D
HCM2kAvgQ:	7	7	7	0	0	0	10	5	0	0	5	5

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Newport Blvd/19th St

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.002
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 41.6
Optimal Cycle: 180 | Level Of Service: D

Street Name:	Newport Boulevard						19th Street					
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
Lanes:	1 0	3 1	0	1 0	3 1	1	2 1	1 0	1	1 0	2 1	1
Volume Module:												
Base Vol:	30	3160	30	320	3900	1270	1010	190	10	40	500	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	3160	30	320	3900	1270	1010	190	10	40	500	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	3160	30	320	3900	1270	1010	190	10	40	500	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	3160	30	320	3900	1270	1010	190	10	40	500	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	3160	30	320	3900	1270	1010	190	10	40	500	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	3160	30	320	3900	1270	1010	190	10	40	500	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	0.91	0.92	0.95	1.00	1.00	0.91	0.91
Lanes:	1.00	3.96	0.04	1.00	3.77	1.23	3.00	1.00	1.00	1.00	2.90	1.10
Final Sat.:	1900	6851	65	1900	6521	2124	5253	1805	1900	1900	5012	1904
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.17	0.60	0.60	0.19	0.11	0.01	0.02	0.10	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.02	0.46	0.46	0.17	0.61	0.61	0.19	0.19	0.19	0.10	0.10	0.10
Volume/Cap:	0.98	1.00	1.00	1.00	0.98	0.98	1.00	0.55	0.03	0.21	1.00	1.00
Delay/Veh:	201.5	43.4	43.4	92.4	26.5	26.5	66.9	36.8	32.9	42.0	79.8	79.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	201.5	43.4	43.4	92.4	26.5	26.5	66.9	36.8	32.9	42.0	79.8	79.8
LOS by Move:	F	D	D	F	C	C	E	D	C	D	E	E
HCM2kAvgQ:	3	35	35	15	41	41	17	6	0	1	10	10

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Newport Blvd/Broadway

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.826
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 7.0
Optimal Cycle: 64 | Level Of Service: A

Street Name:	Newport Boulevard						Broadway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	10	3130	100	100	3780	70	30	20	20	80	20	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	3130	100	100	3780	70	30	20	20	80	20	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	3130	100	100	3780	70	30	20	20	80	20	60
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:	10	3130	100	100	3780	70	30	20	20	80	20	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	3130	100	100	3780	70	30	20	20	80	20	60
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:	10	3130	100	100	3780	70	30	20	20	80	20	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.88	0.12	1.00	3.00	1.00	0.60	0.40	1.00	1.00	0.25	0.75
Final Sat.:	1900	6702	214	1900	5187	1900	1140	760	1900	1900	475	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.05	0.73	0.04	0.03	0.03	0.01	0.04	0.04	0.04
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.80	0.80	0.09	0.88	0.88	0.05	0.05	0.05	0.05	0.05	0.05
Volume/Cap:	0.83	0.58	0.58	0.58	0.83	0.04	0.52	0.52	0.21	0.83	0.83	0.83
Delay/Veh:	213.8	4.0	4.0	48.8	3.9	0.7	51.0	51.0	46.6	88.5	88.5	88.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	213.8	4.0	4.0	48.8	3.9	0.7	51.0	51.0	46.6	88.5	88.5	88.5
LOS by Move:	F	A	A	D	A	A	D	D	F	F	F	F
HCM2kAvgQ:	1	11	11	4	21	0	2	2	1	4	4	4

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Newport Blvd/Harbor Blvd

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.117
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 50.0
Optimal Cycle: 180 | Level Of Service: D

Street Name:	Newport Boulevard						Harbor Boulevard					
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
Lanes:	2 0	4 0	0	0 0	2 1	0	1 0	0 0	2	0 0	0 0	0
Volume Module:												
Base Vol:	700	3070	0	0	3780	100	170	0	540	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:	700	3070	0	0	3780	100	170	0	540	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	700	3070	0	0	3780	100	170	0	540	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:	700	3070	0	0	3780	100	170	0	540	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	700	3070	0	0	3780	100	170	0	540	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:	700	3070	0	0	3780	100	170	0	540	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.91	1.00	1.00	0.91	0.91	1.00	1.00	0.88	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	0.00	2.92	0.08	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3686	6916	0	0	5053	134	1900	0	3344	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.44	0.00	0.00	0.75	0.75	0.09	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.17	0.84	0.00	0.00	0.67	0.67	0.08	0.00	0.25	0.00	0.00	0.00
Volume/Cap:	1.12	0.53	0.00	0.00	1.12	1.12	1.12	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	114.0	2.4	0.0	0.0	73.6	73.6	153.7	0.0	35.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.0	2.4	0.0	0.0	73.6	73.6	153.7	0.0	35.3	0.0	0.0	0.0
LOS by Move:	F	A	A	A	E	E	F	A	D	A	A	A
HCM2kAvgQ:	19	8	0	0	65	65	11	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Newport Blvd/18th St (Rochester St)

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.086
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 44.9
Optimal Cycle: 180 | Level Of Service: D

Street Name:	Newport Boulevard						18th Street (Rochester Street)					
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
Lanes:	1 0	3 1	0	1 0	3 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	120	3020	10	130	3970	210	320	80	50	20	140	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	3020	10	130	3970	210	320	80	50	20	140	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	3020	10	130	3970	210	320	80	50	20	140	20
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:	120	3020	10	130	3970	210	320	80	50	20	140	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	3020	10	130	3970	210	320	80	50	20	140	20
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:	120	3020	10	130	3970	210	320	80	50	20	140	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	1.00	0.87	0.13
Final Sat.:	1900	6893	23	1900	5187	1900	3686	1900	1900	1900	1663	238
Capacity Analysis Module:												
Vol/Sat:	0.06	0.44	0.44	0.07	0.77	0.11	0.09	0.04	0.03	0.01	0.08	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.66	0.66	0.10	0.70	0.07	0.08	0.08	0.08	0.08	0.08	0.08
Volume/Cap:	1.09	0.66	0.66	0.66	1.09	0.16	1.09	0.53	0.33	0.14	1.09	1.09
Delay/Veh:	157.9	10.7	10.7	51.5	59.1	5.0	123.5	47.6	44.7	43.4	145	145.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	157.9	10.7	10.7	51.5	59.1	5.0	123.5	47.6	44.7	43.4	145	145.3
LOS by Move:	F	B	B	D	E	A	F	D	D	D	F	F
HCM2kAvgQ:	8	16	16	5	63	2	10	3	2	1	10	10

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Newport Blvd/17th St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.916
Loss Time (sec): 8 (Y+R=4.0 sec) | Average Delay (sec/veh): 36.9
Optimal Cycle: 109 | Level Of Service: D

Street Name:	Newport Boulevard						17th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	3 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	70	2150	170	740	2820	420	810	580	30	310	600	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	2150	170	740	2820	420	810	580	30	310	600	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	2150	170	740	2820	420	810	580	30	310	600	210
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:	70	2150	170	740	2820	420	810	580	30	310	600	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2150	170	740	2820	420	810	580	30	310	600	210
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:	70	2150	170	740	2820	420	810	580	30	310	600	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.95	0.95	0.97	0.91	1.00
Lanes:	1.00	3.71	0.29	2.00	3.00	1.00	3.00	1.90	0.10	2.00	3.00	1.00
Final Sat.:	1900	6409	507	3686	5187	1900	5529	3432	178	3686	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.20	0.54	0.22	0.15	0.17	0.17	0.08	0.12	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.40	0.40	0.24	0.59	0.59	0.16	0.19	0.19	0.10	0.13	0.13
Volume/Cap:	0.92	0.85	0.85	0.85	0.92	0.37	0.92	0.88	0.88	0.88	0.92	0.88
Delay/Veh:	122.5	30.0	30.0	44.1	23.0	10.8	55.4	52.4	52.4	67.0	60.8	71.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.5	30.0	30.0	44.1	23.0	10.8	55.4	52.4	52.4	67.0	60.8	71.0
LOS by Move:	F	C	C	D	C	B	E	D	D	E	E	E
HCM2kAvgQ:	5	20	20	14	32	7	12	13	13	8	10	9

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Newport Blvd/16th St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.709
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 8.4
Optimal Cycle: 43 | Level Of Service: A

Street Name:	Newport Boulevard						16th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	3 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	2290	40	90	3020	50	40	70	30	20	60	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	2290	40	90	3020	50	40	70	30	20	60	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	2290	40	90	3020	50	40	70	30	20	60	60
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:	20	2290	40	90	3020	50	40	70	30	20	60	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2290	40	90	3020	50	40	70	30	20	60	60
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:	20	2290	40	90	3020	50	40	70	30	20	60	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	3.00	1.00	0.29	0.50	0.21	0.14	0.43	0.43
Final Sat.:	1900	5098	89	1900	5187	1900	543	950	407	271	814	814
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.45	0.05	0.58	0.03	0.07	0.07	0.07	0.07	0.07	0.07
Crit Moves:	****				****						****	
Green/Cycle:	0.01	0.76	0.76	0.08	0.82	0.82	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.71	0.59	0.59	0.59	0.71	0.03	0.71	0.71	0.71	0.71	0.71	0.71
Delay/Veh:	108.2	5.6	5.6	50.7	4.4	1.6	54.6	54.6	54.6	54.6	54.6	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.2	5.6	5.6	50.7	4.4	1.6	54.6	54.6	54.6	54.6	54.6	54.6
LOS by Move:	F	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	12	12	4	15	0	6	6	6	6	6	6

Note: Queue reported is the number of cars per lane.

Newport Banning Ranch
General Plan Buildout - Project Bluff Road Alternative
PM Peak Hour

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Bluff Rd/W. Coast Hwy

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.954
Loss Time (sec): 6 (Y+R=4.0 sec) | Average Delay (sec/veh): 23.6
Optimal Cycle: 140 | Level Of Service: C

Street Name:	Bluff Road						W. Coast Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	230	0	520	360	1920	0	0	3340	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	520	360	1920	0	0	3340	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	230	0	520	360	1920	0	0	3340	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	230	0	520	360	1920	0	0	3340	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	520	360	1920	0	0	3340	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	230	0	520	360	1920	0	0	3340	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.97	1.00	0.88	0.97	0.91	1.00	1.00	0.91	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3686	0	3344	3686	5187	0	0	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.16	0.10	0.37	0.00	0.00	0.64	0.14
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.10	0.78	0.00	0.00	0.67	0.67
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.95	0.95	0.48	0.00	0.00	0.95	0.21
Delay/Veh:	0.0	0.0	0.0	37.8	0.0	68.9	79.2	4.0	0.0	0.0	22.2	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.8	0.0	68.9	79.2	4.0	0.0	0.0	22.2	6.2
LOS by Move:	A	A	A	D	A	E	E	A	A	A	C	A
HCM2kAvgQ:	0	0	0	4	0	13	9	8	0	0	40	3

Note: Queue reported is the number of cars per lane.

APPENDIX M

FREEWAY ANALYSIS WORKSHEETS

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	7/7/2009	To / From	19th Street to Victoria/2
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	Ex 2009

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	4097	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1078	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	16.6	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	7/7/2009	To / From	Victoria/22nd to Mesa I
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	Ex 2009

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	5662	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1490	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	22.9	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	7/7/2009	To / From	Mesa Drive to I-405 Fr
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	Ex 2009

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	7958	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	>=5	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1675	pc/h/ln
PHF * N * f_{HV} * f_p		
S	64.7	mi/h
D = V_p / S	25.9	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	7/7/2009	To / From	405 Frwy to Mesa Drive
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	Ex 2009

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	2950	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	776	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	11.9	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	7/7/2009	To / From	Mesa Drive to Victoria/
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	Ex 2009

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	3832	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1008	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	15.5	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	7/7/2009	To / From	Victoria/22nd to 19th S
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	Ex 2009

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	2771	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	3	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	972	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	15.0	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	7/7/2009	To / From	19th Street to Victoria/2
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	Ex 2009

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	3645	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	959	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	14.8	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	7/7/2009	To / From	Victoria/22nd to Mesa I
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	Ex 2009

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	5040	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1326	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	20.4	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	7/7/2009	To / From	Mesa Drive to I-405 Fr
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	Ex 2009

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	6801	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	>=5	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N		
	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1432	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	22.0	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	7/7/2009	To / From	405 Frwy to Mesa Drive
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	Ex 2009

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	4107	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1081	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	16.6	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	7/7/2009	To / From	Mesa Drive to Victoria/
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	Ex 2009

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	4454	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1172	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	18.0	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	7/7/2009	To / From	Victoria/22nd to 19th S
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	Ex 2009

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	3223	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	3	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N		
	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1131	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	17.4	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	19th Street to Victoria/2
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	4180	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1100	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	16.9	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	Victoria/22nd to Mesa I
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	5716	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1504	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	23.1	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	Mesa Drive to I-405 Fr
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	8458	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	>=5	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1781	pc/h/ln
PHF * N * f_{HV} * f_p		
S	64.1	mi/h
D = V_p / S	27.8	pc/mi/ln
LOS	D	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	405 Frwy to Mesa Drive
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	3136	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	825	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	12.7	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	Mesa Drive to Victoria/
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	3868	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1018	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	15.7	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	Victoria/22nd to 19th S
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	2829	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	3	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	993	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	15.3	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	19th Street to Victoria/2
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	3678	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	968	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	14.9	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	Victoria/22nd to Mesa I
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	5028	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1323	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	20.4	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	Mesa Drive to I-405 Fr
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	6627	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	>=5	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N		
	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1395	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	21.5	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	405 Frwy to Mesa Drive
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	4001	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1053	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	16.2	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	Mesa Drive to Victoria/
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	4445	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1170	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	18.0	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	Victoria/22nd to 19th S
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	3251	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	3	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1141	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	17.6	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	19th Street to Victoria/2
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	4417	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1162	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	17.9	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	Victoria/22nd to Mesa I
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	5952	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1566	pc/h/ln
PHF * N * f_{HV} * f_p		
S	64.9	mi/h
D = V_p / S	24.1	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	Mesa Drive to I-405 Fr
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	8765	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	>=5	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1845	pc/h/ln
PHF * N * f_{HV} * f_p		
S	63.5	mi/h
D = V_p / S	29.1	pc/mi/ln
LOS	D	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	405 Frwy to Mesa Drive
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	3250	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	855	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	13.2	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	Mesa Drive to Victoria/
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	4028	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1060	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	16.3	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	Victoria/22nd to 19th S
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	2989	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	3	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N		
	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1049	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	16.1	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	19th Street to Victoria/2
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	3885	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1022	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	15.7	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	Victoria/22nd to Mesa I
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	5236	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1378	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	21.2	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	Mesa Drive to I-405 Fr
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	6867	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	>=5	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N		
	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1446	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	22.2	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	405 Frwy to Mesa Drive
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	4146	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1091	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	16.8	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	Mesa Drive to Victoria/
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	4628	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1218	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	18.7	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	Victoria/22nd to 19th S
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	3435	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	3	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1205	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	18.5	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	19th Street to Victoria/2
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	4417	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N		
	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1162	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	17.9	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	Victoria/22nd to Mesa I
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	5952	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1566	pc/h/ln
PHF * N * f_{HV} * f_p		
S	64.9	mi/h
D = V_p / S	24.1	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	Mesa Drive to I-405 Fr
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	8765	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	>=5	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1845	pc/h/ln
PHF * N * f_{HV} * f_p		
S	63.5	mi/h
D = V_p / S	29.1	pc/mi/ln
LOS	D	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	405 Frwy to Mesa Drive
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	3250	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	855	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	13.2	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	Mesa Drive to Victoria/
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	4028	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1060	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	16.3	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	Victoria/22nd to 19th S
Analysis Time Period	AM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	2989	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	3	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1049	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	16.1	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	19th Street to Victoria/2
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	3885	veh/h	Peak Hour Factor, PHF	0.95	
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%	
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%	
Peak Hour direction proportion, D	0		General Terrain	Level	
DDHV = AADT * K * D	0	veh/h			
Driver Type	Commuter/Weekday				

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1022	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	15.7	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	Victoria/22nd to Mesa I
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	5236	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1378	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	21.2	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Northbound
Date Performed	11/9/2009	To / From	Mesa Drive to I-405 Fr
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	6867	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	>=5	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N		
	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1446	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	22.2	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	405 Frwy to Mesa Drive
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	4146	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1091	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	16.8	pc/mi/ln
LOS	B	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	Mesa Drive to Victoria/
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	4628	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	4	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1218	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	18.7	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

BASIC FREEWAY SEGMENTS OPERATIONAL ANALYSIS

General Information		Site Information	
Anlayst	SSC	Highway	SR-55
Agency or Company	KHA	Direction of Travel	Southbound
Date Performed	11/9/2009	To / From	Victoria/22nd to 19th S
Analysis Time Period	PM Peak Hour	Jurisdiction	Caltrans
Project Name	Banning Ranch	Analysis Year	2015 Cum w/o Proj

Operational (LOS) [X] Design [ ] Planning Data [ ]

Flow Inputs

Volume, V	3435	veh/h	Peak Hour Factor, PHF	0.95
Annual Avg. Daily Traffic, AADT	0	veh/day	% Trucks and buses, P_T	0%
Peak Hour Proportion of AADT, K	0		% RV, P_R	0%
Peak Hour direction proportion, D	0		General Terrain	Level
DDHV = AADT * K * D	0	veh/h		
Driver Type	Commuter/Weekday			

Calculate Flow Adjustments

f_p	1	E_R	1.2
E_T	1.5	f_{HV}	1

Speed Inputs

Free-flow Speed	FFS (measured)	
Speed	65	mi/h
Lane Width		ft
Rt.-shoulder lateral clearance		ft
Interchange Density		l/mi
Number of Lanes, N	3	

Calculate Speed Adjustments and FFS

f_{LW}		mi/h
f_{LC}		mi/h
f_{ID}		mi/h
f_N		mi/h
FFS = BFFS - f_{LW} - f_{LC} - f_{ID} - f_N	--	mi/h

LOS and Performance Measures

Operational (LOS) or Planning (LOS)

V_p = V or DDHV	1205	pc/h/ln
PHF * N * f_{HV} * f_p		
S	65.0	mi/h
D = V_p / S	18.5	pc/mi/ln
LOS	C	

Design (N) or Planning (N) 1st Iteration

N		assumed
V_p = V or DDHV		pc/h/ln
PHF * N * f_{HV} * f_p		
LOS		

Design (Vp) or Planning (Vp)

LOS		
Vp		pc/h/ln
V = V_p * PHF * N * f_{HV} * f_p		veh/h
S		mi/h
D = V_p / S		pc/mi/ln

Design (N) or Planning (N) 2nd Iteration

N		assumed
Vp = V or DDHV		pc/h/ln
PHF * N * fHV * fp		
S		mi/h
D = Vp / S		pc/mi/ln
LOS		

Glossary

N	- Number of lanes	S	- Speed
V	- Hourly volume	D	- Density
Vp	- Flow rate	FFS	- Free-flow speed
LOS	- Level of service	BFFS	- Base FFS
DDHV	- Directional design-hour volume		

Factor Location

E_R - Exh. 23-8, 23-10	f_{LW} - Exh. 23-4
E_T - Exh. 23-8, 23-9, 23-11	f_{LC} - Exh. 23-5
f_p - Page 23-12	f_N - Exh. 23-6
LOS,S,FFS,V_p - Exh. 23-2, 23-3	f_{ID} - Exh. 23-7

APPENDIX N

DEVELOPMENT ALTERNATIVES TRIP GENERATION ESTIMATES

TABLE A
SUMMARY OF ALTERNATIVE D TRIP GENERATION
NEWPORT BANNING RANCH

TRIP RATES

Land Use	ITE Code	Trips per	Trip Generation Rates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single-Family Detached Housing	210	DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Residential Condominium/Townhouse	230	DU	5.81	0.07	0.37	0.44	0.35	0.17	0.52
Park [a]	412	Acre	2.28	0.01	0.00	0.01	0.02	0.04	0.06
Soccer Complex	488	Field	71.33	0.70	0.70	1.40	14.26	6.41	20.67
Tennis Courts	490	Court	31.04	0.84	0.84	1.68	1.94	1.94	3.88
Shopping Center[b]	820	KSF	Equation - See Below						
High-Turnover (Sit-Down) Restaurant[c]	932	KSF	127.15	5.99	5.53	11.52	6.58	4.57	11.15

PROJECT TRIP GENERATION

Project Area	Land Use	Units		Trip Generation Estimates						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
South Family Village	Single-Family Detached Housing	141	DU	1,349	27	79	106	90	52	142
	Park	28	Acre	64	0	0	0	1	1	2
	Soccer Complex	4	Fields	285	3	3	6	57	26	83
	Tennis Courts	6	Courts	186	5	5	10	12	12	24
	Subtotal			**1,884**	**35**	**87**	**122**	**160**	**91**	**251**
Resort Colony	Residential Condominium/Townhouse	87	DU	505	6	32	38	30	15	45
	High-Turnover (Sit-down) Restaurant[c]	15	KSF	1,907	90	83	173	99	69	168
	Subtotal			**2,412**	**96**	**115**	**211**	**129**	**84**	**213**
North Family Village	Single-Family Detached Housing	282	DU	2,699	54	158	212	180	104	284
	Residential Condominium/Townhouse	135	DU	784	9	50	59	47	23	70
	Subtotal			**3,483**	**63**	**208**	**271**	**227**	**127**	**354**
Urban Colony	Residential Condominium/Townhouse	525	DU	3,050	37	194	231	184	89	273
	Shopping Center[b]	60	KSF	4,872	70	44	114	221	230	452
	Subtotal			**7,922**	**107**	**238**	**345**	**405**	**319**	**725**
Eastern Residential Colony	Residential Condominium/Townhouse	30	DU	**174**	**2**	**11**	**13**	**11**	**5**	**16**
Total Before Internal Capture/Pass-by				**15,875**	**303**	**659**	**962**	**932**	**626**	**1,559**
Internal Capture[d]				**1,126**				**55**	**55**	**110**
Pass-By Reduction for Shopping Center (10%)[e]								**20**	**20**	**40**
Total Project Trips				**14,749**	**303**	**659**	**962**	**857**	**551**	**1,409**
Proposed Project Trips				**14,989**	**251**	**655**	**906**	**866**	**564**	**1,430**

Source: Institute of Transportation Engineers publication "Trip Generation", 8th Edition

DU = Dwelling Unit, KSF = 1,000 Square Feet

[a] Trip generation is based on ITE Land Use County Park (Land Use 412) because this category includes peak hour trip rates.

[b] Trip rates for Shopping Center are derived from the following regression equations: T = Trip Ends, X = units in KSF

ADT: $Ln(T) = 0.65\ Ln(X) + 5.83$

AM Peak Hour: $Ln(T) = 0.59\ Ln(X) + 2.32$

PM Peak Hour: $Ln(T) = 0.67\ Ln(X) + 3.37$

[c] Trip generation is based on ITE land use 932 (High-Turnover Restaurant), a higher generator than shopping center.

[d] Source: Institute of Transportation Engineers (ITE) publication "Trip Generation Handbook". See Internal Capture Worksheets in Appendix C.

[e] Note: The ITE publication "Trip Generation Handbook" indicates pass-by for a shopping center is 34% in the PM peak hour. 10% is assumed here, for a conservative approach. Pass-by reduction is taken on balance of retail trips, after Internal Capture reduction

TABLE B
SUMMARY OF ALTERNATIVE E TRIP GENERATION
NEWPORT BANNING RANCH

TRIP RATES

Land Use	ITE Code	Trips per	Trip Generation Rates: Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Single-Family Detached Housing	210	DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Residential Condominium/Townhouse	230	DU	5.81	0.07	0.37	0.44	0.35	0.17	0.52
Park [a]	412	Acre	2.28	0.01	0.00	0.01	0.02	0.04	0.06
Soccer Complex	488	Field	71.33	0.70	0.70	1.40	14.26	6.41	20.67
Tennis Courts	490	Court	31.04	0.84	0.84	1.68	1.94	1.94	3.88
Shopping Center [b]	820	KSF	Equation - See Below						
High-Turnover (Sit-Down) Restaurant [c]	932	KSF	127.15	5.99	5.53	11.52	6.58	4.57	11.15

PROJECT TRIP GENERATION

Project Area	Land Use	Units		Trip Generation Estimates: Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
South Family Village	Single-Family Detached Housing	141	DU	1,349	27	79	106	90	52	142
	Park	28	Acre	64	0	0	0	1	1	2
	Soccer Complex	4	Fields	285	3	3	6	57	26	83
	Tennis Courts	6	Courts	186	5	5	10	12	12	24
	Subtotal			**1,884**	**35**	**87**	**122**	**160**	**91**	**251**
Resort Colony	Residential Condominium/Townhouse	87	DU	505	6	32	38	30	15	45
	High-Turnover (Sit-down) Restaurant [c]	15	KSF	1,907	90	83	173	99	69	168
	Subtotal			**2,412**	**96**	**115**	**211**	**129**	**84**	**213**
North Family Village	Single-Family Detached Housing	282	DU	2,699	54	158	212	180	104	284
	Residential Condominium/Townhouse	135	DU	784	9	50	59	47	23	70
	Subtotal			**3,483**	**63**	**208**	**271**	**227**	**127**	**354**
Urban Colony	Residential Condominium/Townhouse	700	DU	4,067	49	259	308	245	119	364
	Shopping Center [b]	60	KSF	4,872	70	44	114	221	230	452
	Subtotal			**8,939**	**119**	**303**	**422**	**466**	**349**	**816**
Eastern Residential Colony	Residential Condominium/Townhouse	30	DU	**174**	**2**	**11**	**13**	**11**	**5**	**16**
Total Before Internal Capture/Pass-by				**16,892**	**315**	**724**	**1,039**	**993**	**656**	**1,650**
Internal Capture [d]				**1,126**				**55**	**55**	**110**
Pass-By Reduction for Shopping Center (10%) [e]								**20**	**20**	**40**
Total Project Trips				**15,766**	**315**	**724**	**1,039**	**918**	**581**	**1,500**
Proposed Project Trips				**14,989**	**251**	**655**	**906**	**866**	**564**	**1,430**

Source: Institute of Transportation Engineers publication "Trip Generation", 8th Edition

DU = Dwelling Unit, KSF = 1,000 Square Feet

[a] Trip generation is based on ITE Land Use County Park (Land Use 412) because this category includes peak hour trip rates.

[b] Trip rates for Shopping Center are derived from the following regression equations: T = Trip Ends, X = units in KSF

ADT: $Ln(T) = 0.65\ Ln(X) + 5.83$

AM Peak Hour: $Ln(T) = 0.59\ Ln(X) + 2.32$

PM Peak Hour: $Ln(T) = 0.67\ Ln(X) + 3.37$

[c] Trip generation is based on ITE land use 932 (High-Turnover Restaurant), a higher generator than shopping center.

[d] Source: Institute of Transportation Engineers (ITE) publication "Trip Generation Handbook". See Internal Capture Worksheets in Appendix C.

[e] Note: The ITE publication "Trip Generation Handbook" indicates pass-by for a shopping center is 34% in the PM peak hour. 10% is assumed here, for a conservative approach. Pass-by reduction is taken on balance of retail trips, after Internal Capture reduction

TABLE C
SUMMARY OF ALTERNATIVE F TRIP GENERATION
NEWPORT BANNING RANCH

TRIP RATES

Land Use	ITE Code	Trips per	Trip Generation Rates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single-Family Detached Housing	210	DU	9.57	0.19	0.56	0.75	0.64	0.37	1.01
Residential Condominium/Townhouse	230	DU	5.81	0.07	0.37	0.44	0.35	0.17	0.52
Park [a]	412	Acre	2.28	0.01	0.00	0.01	0.02	0.04	0.06
Soccer Complex	488	Field	71.33	0.70	0.70	1.40	14.26	6.41	20.67
Tennis Courts	490	Court	31.04	0.84	0.84	1.68	1.94	1.94	3.88
Shopping Center [b]	820	KSF	Equation - See Below						

PROJECT TRIP GENERATION

Project Area	Land Use	Units		Trip Generation Estimates						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
South Family Village	Single-Family Detached Housing	141	DU	1,349	27	79	106	90	52	142
	Park	28	Acre	64	0	0	0	1	1	2
	Soccer Complex	4	Fields	285	3	3	6	57	26	83
	Tennis Courts	6	Courts	186	5	5	10	12	12	24
	Subtotal			**1,884**	**35**	**87**	**122**	**160**	**91**	**251**
Resort Colony	Residential Condominium/Townhouse	165	DU	959	12	61	73	58	28	86
	Subtotal			**959**	**12**	**61**	**73**	**58**	**28**	**86**
North Family Village	Single-Family Detached Housing	225	DU	2,153	43	126	169	144	83	227
	Residential Condominium/Townhouse	135	DU	784	9	50	59	47	23	70
	Subtotal			**2,937**	**52**	**176**	**228**	**191**	**106**	**297**
Urban Colony	Residential Condominium/Townhouse	679	DU	3,945	48	251	299	238	115	353
	Shopping Center [b]	60	KSF	4,872	70	44	114	221	230	452
	Subtotal			**8,817**	**118**	**295**	**413**	**459**	**345**	**805**
Eastern Residential Colony	Residential Condominium/Townhouse	30	DU	**174**	**2**	**11**	**13**	**11**	**5**	**16**
Total Before Internal Capture/Pass-by				**14,771**	**219**	**630**	**849**	**879**	**575**	**1,455**
Internal Capture [d]				**1,126**				**55**	**55**	**110**
Pass-By Reduction for Shopping Center (10%)[e]								**20**	**20**	**40**
Total Project Trips				**13,645**	**219**	**630**	**849**	**804**	**500**	**1,305**
Proposed Project Trips				**14,989**	**251**	**655**	**906**	**866**	**564**	**1,430**

Source: Institute of Transportation Engineers publication "Trip Generation", 8th Edition

DU = Dwelling Unit, KSF = 1,000 Square Feet

[a] Trip generation is based on ITE Land Use County Park (Land Use 412) because this category includes peak hour trip rates.

[b] Trip rates for Shopping Center are derived from the following regression equations: T = Trip Ends, X = units in KSF

ADT: $Ln(T) = 0.65\ Ln(X) + 5.83$

AM Peak Hour: $Ln(T) = 0.59\ Ln(X) + 2.32$

PM Peak Hour: $Ln(T) = 0.67\ Ln(X) + 3.37$

[c] Source: Institute of Transportation Engineers (ITE) publication "Trip Generation Handbook". See Internal Capture Worksheets in Appendix C.

[d] Note: The ITE publication "Trip Generation Handbook" indicates pass-by for a shopping center is 34% in the PM peak hour. 10% is assumed here, for a conservative approach. Pass-by reduction is taken on balance of retail trips, after Internal Capture reduction